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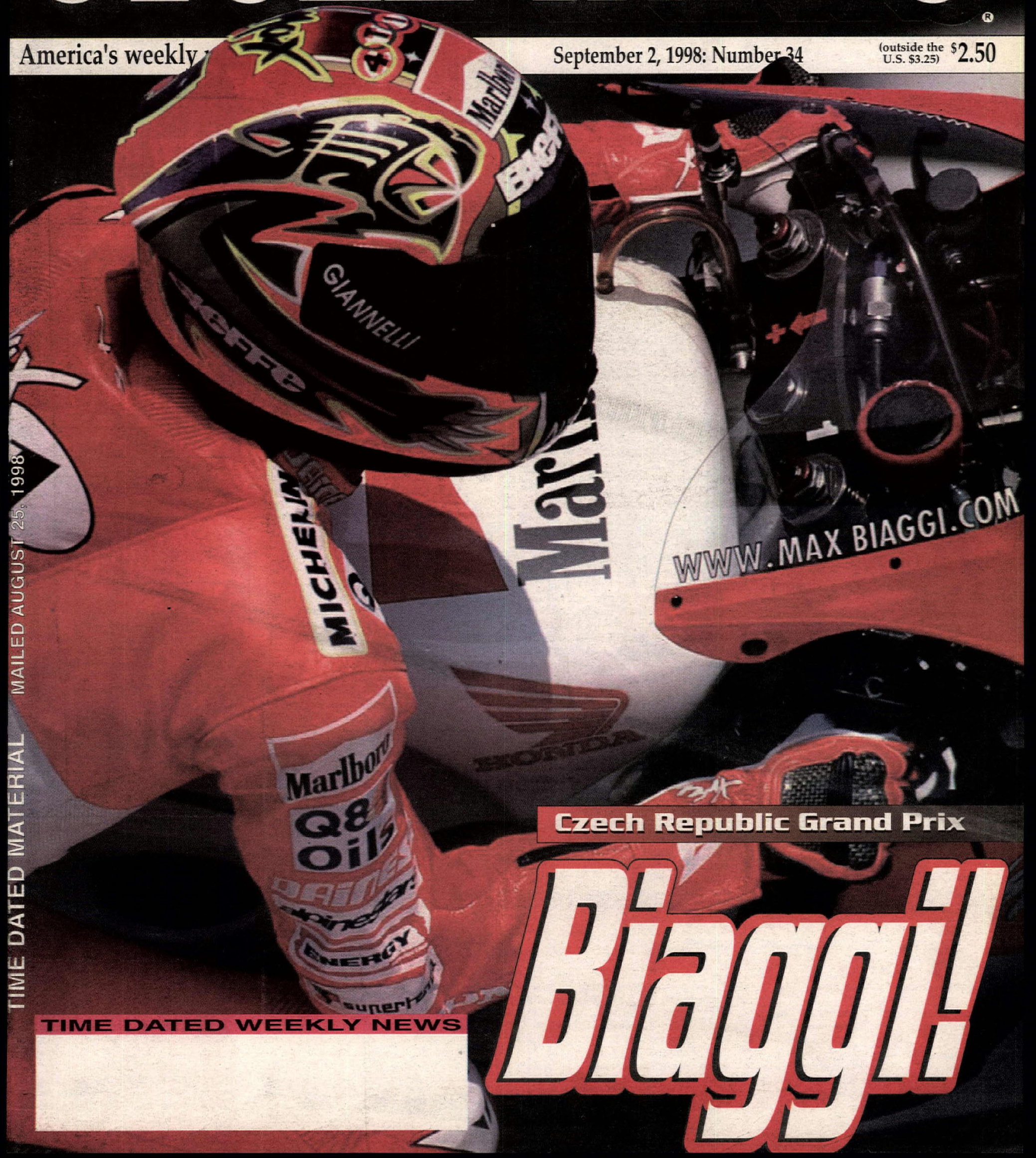

Czech Republic Grand Prix

Biaggi!

TIME DATED MATERIAL MAILED AUGUST 25, 1998

TIME DATED WEEKLY NEWS

Terry Thompson (BSA) topped the 540cc class at round eight of the AMA National Championship Hillclimb series, held in Laurelville, Ohio, on August 23. It was his fourth win of the season. **Phil Libhart** (Tri) was second and **Ted Wilkins** (Rtx) was third. In the 800cc class, **James Large** (H-D) took his fourth win of the season with his victory over **Steve Dresser** (H-D) and **Bobby Templeton** (H-D).

Arclight Suzuki (Suz) won round eight of the WERA National Endurance Series held at Putnam Park in Mount Meridian, Indiana, on August 22. **Arclight II** was second, with points leader SBR/Semoff Brothers third at the end of the six-hour race. In sprint racing on August 23, **Mike Himmelsbach** (Hon) wrapped up the 125cc Championship and **Mark McDaniel** (Suz) won the three classes he entered: the 1100cc Superstock, Michelin 750cc Superstock and GMD Computrack Formula One races.

Lance Smail (Hbg) won both motos during round eight of the AMA Western Four-Stroke National Motocross Series, held in Raymond, Washington, on August 23. With the two wins, Smail wrapped up the series championship with one round left to run, winning 14 of 16 motos thus far in the series. Smail beat **Brad Hagseth** and **Greg Schnell** at the Ward Creek MX Park.

Tony Meiring (Rtx) grabbed the lion's share of the $2000 Pro purse when he won the Open A class at the Valley Harley-Davidson-sponsored Harley Nights short track at the Lodi Cycle Bowl in Lodi, California, on August 22. **Toby Jorgensen** (CCM) was second and **Rob Damron** (Hbg) finished third.

Observed Trials World Champion **Doug Lampkin** will definitely be staying with the Italian factory Beta team for '99. "I have an excellent personal relationship with the Beta family and their engineers and mechanics," Lampkin said. "Donato Miglio does a fabulous job on development. We are winning, which is what matters. Why would I want to change?"

Kevin Windham to Honda? Looks like it. Reliable sources indicate that Windham and Team Yamaha have had a falling-out and, as a result, Windham has signed with Team Honda for the 1999 season. The official comment from both Yamaha and Honda regarding the situation is "no comment." But our sources say it's a "done deal," though Yamaha is still trying to get him back. It now appears that the 1999 Honda MX team will be made up of Ezra Lusk (who has another year on his multi-year contract), Sebastien Tortelli and Windham, though Honda will not yet confirm these signings. At the last outdoor National MX in Minnesota, there were rumors circulating that Mickael Pichon was talking with Team Honda, but with the Windham deal apparently done, Pichon's Honda options are apparently gone. It now appears as though Pichon will look into the positions open at Kawasaki or stay put at Suzuki.

Speaking of Yamaha's factory MX team, rumors have it that **Doug Henry**, who is likely to win his first 250cc outdoor title this year, is contemplating retirement at the end of the series. It is known, however, that Henry's longtime tuner, Pete Steinbrecher, is calling it quits at the end of the year and will go into the house-building business. With Windham's likely departure, Yamaha might end up giving Henry a deal that he can't refuse and we may see him back again in 1999.

Karger claims Intercontinental Speedway Final

Home rider Brian Karger (center) celebrated in style, as he roared to victory in the Intercontinental Final at Vojens Speedway in Vojens, Denmark, on August 21.

Karger, always a popular rider at the Vojens track in Denmark, edged out Swede Peter Karlsson (left) in a runoff for the title, but both riders had cause to celebrate as they secured the two places up for grabs in next year's World Championship Grand Prix series.

The next six riders had to settle for a place in the Grand Prix Challenge meeting, which represents the last chance for them to make it through next year.

America's "Sudden" Sam Ermolenko (right) headed the list of qualifiers, with Joe Screen and John Jorgensen also safely through. But the next three places were decided by a dramatic runoff, which was won by Gary Havelock, with Nicki Pedersen second and Mikael Karlsson third. Pedersen's brother Ronni suffered the heartache of last place.

With rain coming down, the meeting was delayed after heat eight, when all riders had completed two races each. Referee Tony Steele ordered grading work to be done on the track and racing was allowed to continue. As expected, the atmosphere among the riders became very tense in the latter stages, as points were precious - but the glory belonged to Danish hero Karger.

John Hipkiss

With Kevin Windham's apparent split with Team Yamaha, and with the possibility of Doug Henry's retirement, Yamaha is certainly on the market for at least one 250cc rider, and, from what we hear, the leading candidates for that position are **Robbie Reynard** and current Team Kawasaki member **Damon Huffman**. Kawasaki has yet to commit to signing Huffman, and his contract runs out at the end of the season. Ditto for Ryan Hughes' Kawasaki contract. Jeff Emig, however, is set to stay at Kawasaki.

Next year's Yamaha of Troy MX team has reportedly signed a fourth member to its squad - **Casey Lytle**. Lytle joins Casey Johnson, Stephane Rancada and Ernesto Fonseca on the Yamaha of Troy all-125cc team. Honda of Troy riders Mike Brown and Mike Craig will be looking for new rides for '99.

Although the **1999 AMA Supercross** schedule has not been officially released, we have caught wind that the opening round of the series will take place at Edison International Field (formerly known as Anaheim Stadium) in Anaheim, California, on January 9. Since the revamped stadium now holds only 45,000, a possible second date may be added to the series.

It's already known that team SplitFire/Pro Circuit/Kawasaki's **Ricky Carmichael** will make his professional debut on a 250 at the U.S. Open of Supercross at Las Vegas, October 10-11, but it now appears that he'll also compete in the first five rounds of the 1999 AMA Supercross Series - beginning with the Anaheim round on January 9 in California. Word has it that the first five rounds of the series will be West Coast events, so, depending on how he does in the 250cc class, Carmichael will make a decision following the fifth race as to whether or not he'll move back to the 125cc class to defend his Eastern Regional 125cc Supercross title.

The upcoming **Motocross des Nations** will see top lineups from Belgium and France. Stefan Everts (250cc Honda), Joel Smets (600cc Husaberg) and Marnicq Bervoets (125cc Suzuki) will be lining up for Team Belgium, while Sebastien Tortelli (250cc Kawasaki), David Vuillemin (125cc Yamaha) and Frederic Bolley (250cc Honda) will make up the French team. New Zealand will again be made up of the King brothers - Darryll (630cc Husky) and Shayne (250cc KTM) - with Josh Coppins riding the 125cc machine. The British team will not be decided until a couple of weeks prior to the event, although the probable lineup will be Carl Nunn (125cc Yamaha), Rob Herring (500cc Honda) and James Dobb (250cc Honda). Italy, of course, is reeling from the news that Andrea Bartolini will not compete due to his injuries in Namur, Belgium, two weeks ago, leaving the likely team of Alessandro Puzar (125cc TM), Alessio Chiodi (250cc Husqvarna), and Claudio Federici (250cc Yamaha).

It seems the November 10-15 **ISDE** in Australia is back on track. After many personnel changes in the past few months, things are reportedly coming together. The final-day motocross special test is being prepared and, from all accounts, is shaping up to be one of the best motocross finals for years. With the likes of Joel Smets and Darryll and Shayne King, as well as Americans Rodney Smith and Ty Davis, and several other motocross riders competing in this year's ISDE, don't expect enduro riders such as Giovanni Sala, Kari Tiainen or Anders Eriksson to win day six. Newly crowned World 500cc MX Champion Smets says he is looking forward to doing the ISDE. "It will be a lot of fun," Smets said. "I rode the '93 ISDE in Holland and rode in Australia last year."

Kawasaki's Team Green's **Destry Abbott** has signed a contract for at least another year with the green team. Abbott will concentrate on the National Hare & Hound and Best in the Desert Series, as well as other selected events, in 1999. Abbott will also be competing later this year at the International Six Days Enduro in Australia. He is a member of this year's United States Pro-Grip/World Trophy Team.

On Monday, September 7 (Labor Day), the Coombs family and friends will host a memorial service to celebrate the life of **Dave Coombs**. Those planning to attend are encouraged to bring their best memories of "Big Dave" and share them with everyone, via a live microphone, at High Point Raceway, in Mount Morris, Pennsylvania. The "farewell party" is scheduled to begin at 2 p.m. There will also be live music.

Much speculation has surrounded the respective futures of Spaniards **Marc Colomer** and **David Cobos**. Rumors had them down for a straight switch of factories, with Cobos replacing Colomer at Montesa while Colomer would be the automatic Gas Gas number-one man. This was mostly due to Colomer starting his season somewhat off form but, as he has improved, Montesa has become happy with Colomer's performance and sees him as the only real threat to Lampkin available.

While Colomer should be staying where he is, **Amos Bilbao** seems to be on the move - from Gas Gas to Montesa - to take up a development role similar to Donato Miglio's at Beta. **Kenichi Kuroyama** looks set to remain with Beta for another season as he receives good backing from the Japanese importer, while Takahisa Fujinami hopes to secure Honda backing for another season. Gas Gas is the major factory without a real championship contender and looks set to stick with the still-improving David Cobos. One

option that might be open to Cobos is the new **Bultaco** project which has been set up by Scorpa founder Marc Tessier, who is no longer with the company. The new Spanish factory, which has bought the rights to use the famous Bultaco name, is expected to launch its first new model at the Trial des Nations, but there is no word of a factory rider - or even if the factory intends to contest the World Championship. Cobos has been linked, as has Graham Jarvis, although it is thought that Jarvis will stick with Scorpa after a good, solid season.

Steve Colley is a rider who is considering a really radical option - giving up outdoor trials and forming his own team purely to contest indoor events. At least one European promoter has offered his backing if Colley can guarantee he will be available at all times. Colley is a real showman, and since Jordi Tarres retired the indoor scene has been short of someone to really promote it.

According to a statement issued by **AMA Pro Racing**, AMA Pro Racing board chairman Mark Tuttle has called for a complete review of the events which led to the cancellation of the AMA Superbike National at Route 66 Raceway in Joliet, Illinois, August 7-9. Tuttle has placed emphasis on approaching the cancellation from a forward-looking perspective in regard to what must be done differently to move ahead. Tuttle requested that AMA Pro Racing staff immediately create a more participative track-preview process involving riders and team managers. AMA Pro Racing will issue a report outlining this process in the near future, which will formalize and expand the existing track-preview policies. AMA Pro Racing may also call on certain teams and riders to support the track-preview process by committing a small amount of their time to the effort. Road race manager Ron Barrick has already consulted three top riders regarding the configuration of the road course at Pikes Peak International Raceway, where the next round of the series will be held, September 4-6, according to the AMA. Barrick will also meet with several riders following the races at Pikes Peak to discuss the course at Las Vegas Motor Speedway, the site of the series finale, October 2-4.

Mazda Truck will end up paying $100,000 in season bonuses to 125 and 250cc-class riders in the AMA/Mazda Truck 125/250cc National Motocross Championship. So far, there have been two $15,000 payments - following the June 14 round of the series in Southwick, Massachusetts, and after the July 26 round in Troy, Ohio. The final payment is scheduled to come after the season finale at Steel City Raceway in Delmont, Pennsylvania, on September 6. Thus far, **Doug Henry** and **Ricky Carmichael** have earned the most in Mazda money, collecting $2300 each.

Craig Anderson (Yam) scored his second successive Australian 250cc Motocross Championship after beating title threat **Lee Hogan** (KTM) recently at the sixth and final round of the series at Nowra in New South Wales. Australian ISDE star **Jamie Cunningham** (Hus) won the 500cc title, with newcomer **Michael Byrne** (Hon) winning the 125cc championship.

Six racers were **drug-tested** at the Australian Road Racing Championship round at Eastern Creek on June 28 and all six tests came back with negative results, reports *Cycle News* correspondent Darryl Flack. Conducted by the Australia Sports Drug Agency, the tests were the first for local road racers since 1994. Motorcycle Australia, the national sanctioning body, says it will continue to perform random drug tests in all forms of the sport in the future.

West Coast motorcycle enthusiasts who couldn't make it to the Guggenheim Museum in New York to see "The Art of the Motorcycle" display will have the opportunity to see some of the same motorcycles. The concours d'elegance motorcycle show at the AMA's **Vintage Motorcycle Days** in Del Mar, California, October 10-11, will feature 18 bikes straight out of the Guggenheim exhibit. Those 18 bikes will join Don Vesco's famous Bonneville Streamliner and many other motorcycles in the show. Meanwhile, the Del Mar Mile Grand National Dirt Track will be held on October 11 at the Del Mar Fairgrounds.

In an effort to secure the proper permits for next year's **Washougal Motocross National**, promoter Ralph Huffman is looking for input from campers at this year's race who can help with facts concerning the activities that took place on Friday night, July 31. Huffman can be reached at 541/673-1671.

Chiodi wraps up second MX title

Husqvarna's Alessio Chiodi, of Italy, wrapped up his second consecutive World Championship 125cc MX title with a sweep at the series finale at Bielstein, Germany, August 23. The only rider who had a realistic chance of beating Chiodi out of the title at the last race was Yamaha's David Vuillemin, but a 6-3 tally posted by the Frenchman wasn't enough. It was, however, more than enough for Vuillemin to claim second in the final series point standings.

At Germany, Chiodi won the first race by less than a second over Yamaha's Paul Malin of Great Britain. Finishing third was Yamaha rider Claudio Federici of Italy, followed by Suzuki's Brian Jorgensen of Denmark and TM's Philippe Dupasquier of the Czech Republic.

In the second moto, Chiodi had a little more breathing room, as he crossed the finish line nearly 10 seconds ahead of Dupasquier, followed by Vuillemin, Jorgensen and Yamaha's Erik Camerlengo of Italy.

In the final point tally, Chiodi finished out the 11-race series with 345 points, followed by Vuillemin with 310. TM's Alessandro Puzar finished third with 247, followed by Federici with 217 and Luigi Seguy with 155.

Dirt track racing will return to the Antelope Valley Fair and Alfalfa Festival when AHRMA hosts a regional dirt track at the **Antelope Valley Fairgrounds** in Lancaster, California, on September 7.

Applied Racing is now accepting **resumes** for the 1999 race season. Send resumes to Applied Racing's new address at 530 Opper St., Unit C, Escondido, California, 92029, Attn: Scott.

The AMA is reminding all Professional road racers that they have until September 4 to pre-enter for the AMA/MBNA Superbike National Championship round at **Las Vegas Motor Speedway**, October 2-4. A revised entry has been sent out to all current license holders. For more information, call 614/891-2425.

A **Showcase Bike Night** will be held at Speedway International Racing Bistro & Bar in Newport Beach, California, on September 3. For more information, call 714/573-4993.

OPENED: Road racer Jason Pridmore's home page on the World Wide Web. The site can be found at the following address: http://www.jasonpridmore.com.

OPENED: The San Diego Off-Road Coalition's home page on the World Wide Web. The site can be found at the following address: http://www.sdorc.org.

OPENED: Team Skulk Racing's home page on the World Wide Web. The site can be found at the following address: http://www.teamskulk.com.

OPENED: Microsoft's Motocross Madness' home page on the World Wide Web. The site can be found at the following address: http://www.microsoft.com/games/motocross.

AUTOGRAPH SIGNING: At Wildcat Motorsports in Colorado Springs, Colorado, on September 4 from 7 to 8 p.m. Team Muzzy Kawasaki's Doug Chandler and Tommy Hayden are scheduled to appear. For more information, call 719/574-9228.

OPENED: Star Riding School's home page on the World Wide Web. The site can be found at the following address: http://www.starmotorcycle.com. CN

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National Headquarters
3505-M Cadillac Ave., Costa Mesa, CA 92626
P.O. Box 5084, Costa Mesa, CA 92628-5084
(714) 751-7433
FAX (714) 751-6685

Eastern Office
4188 First Ave., Tucker, GA 30084
P.O. Box 805, Tucker, GA 30085-0805
(770) 934-7850
FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
http://www.cyclenews.com

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VOICES
LETTERS TO THE EDITOR

80s and the dual sport

I would like to make a few suggestions about having 80s race at the AMA Motocross Nationals. I think it would be better to have top-level 80cc riders have a race during the Supercross Series races. You could run them at the break/half-time show instead of the KTM 50s. A lot of younger people come with parents to the Supercross races and they could identify more with riders of their own age group. The ability of the top 80cc riders would amaze many of the parents and kids. Just run a six-to-eight lap race, with winners getting merchandise or savings bonds, for example. These kids are the future Pros and can motivate others who are spectating to try racing - or just riding.

I also believe that dual-sport bikes should become the next big thing in off-road racing. Your article about converting the Yamaha WR400 to a dual-sport legal bike was excellent (Issue #32, August 15). I feel that the manufacturers have overlooked this market. With land-use issues becoming more difficult, why not give us street-legal dirt bikes? They can be ridden to our favorite places with access to National Forest roads, jeep trails, etc. And they can also be raced in enduros, hare scrambles and motocross. The advantage is that you can have access to any and all lands that everyone else has: If trucks and cars have access, then so would we. The bikes would also meet all emission-control regulations, so the greenies couldn't bitch.

The bottom line: If you build it, they will come and buy.

Thomas Frost
Jackfrostbites@webtv.net

The King and I

Anthony Gobert makes more sense than Kenny Roberts did in his interview.

Mike McGowan
Brooklyn Park, MN

Chicanery

I just finished reading Henny Ray Abrams' editorial on Carry Andrew. I laughed so hard that beer came out of my nose. Is Henny related to Rick Sieman, Rondo Talbot or Mr. Know-It-All? Keep it up, Mr. Abrams, and you may just reach the heights of the other great American writer - Hunter S. Thompson.

Dave Lorengo
Kent, WA

Say it isn't so

I recently saw an advertisement in *Cycle News* that listed that Honda dirt track parts are on sale. What's leading the Grand National Championship Series? The only Honda in it. Every Honda rider in the world who is also a dirt track fan wants to see that Honda beat all that Milwaukee iron.

Come on, American Honda, have a heart. Give the parts to the man.

Bobby Whitehurst
Macon, GA

"The man" in this case would be dirt tracker Rich King... Editor.

No respect

I don't get no respect. When I'm road riding, guys on Harleys, BMWs and Gold Wings never wave at me because I'm riding a DR650. I'm used to that and it doesn't bother me.

Now I read that there is a guy who is riding a 400 Yamaha who's thumbing his nose at me because I ride a DR650. That is ridiculous. Who does he think he is, anyhow? Ty Davis rides a 400 Yamaha maybe even a little bit better than Mr. Anal, and I bet he doesn't thumb his nose at me.

Even though it would be too focused to be a true general-purpose motorcycle such as a DR650, a factory, street-legal WR400 would be very appealing. Of course, for the elite, it would no doubt be too heavy, have too much junk on it and, above all, lack snob appeal.

John Stanford
Pocatells, ID

No joy in Joliet

After reading that the Joliet, Illinois, round of the AMA Superbike Series would run as scheduled (In The Wind, Issue #30) and confirming this with a midweek phone call to the track, a friend and I started out early on Saturday morning to enjoy a weekend of racing.

To our surprise, upon arriving at the gate (100 miles later), the riders had called the race on Friday because of safety issues. I'm all for the safety of the riders, but shouldn't this be addressed by the riders, the AMA and the track personnel before - well before race weekend?

Maybe the AMA should use the would-be purse money to reimburse the weary fans who drove there for nothing. AMA Superbike racing - not!

Craig Miller
South Bend, IN

Dave Coombs

I cannot begin to express the sadness I felt when I received the news that Dave Coombs had passed away. The motorcycle community has suffered a great loss that will never be fulfilled. Dave's ability to put on great events is unmatched (High Point, Loretta Lynn's, Blackwater, etc.), but it is Dave, the person who touched so many people, that I will miss the most.

Dave always put the riders first. It was always, "My riders need this or that," or "I'm doing this for my riders." Not only did he take part in helping riders like Jeff Stanton, Jeff Emig, Mike LaRocco, Scott Summers, Ed Lojak, Barry Hawk and myself make it to championship status, he also helped Rita raise a wonderful family - Timmy, C.J. and Davey. There is a lot of Dave and Rita in these kids, and that's a good thing. It would be great if more kids could grow up with parents who care as much as Dave and Rita.

I am sorry he is gone, but I feel very blessed that while he was here I got to spend some great times with him and the Racer Production family - good times that happened because Dave had the vision and ability to make them happen.

Mark Hyde
Pataskala, OH

Mark Hyde was the 1986 AMA National Hare Scrambles Champion... Editor

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ON THE FRONT COVER

Marlboro Honda's Max Biaggi moved back into the World Championship Road Race Series points lead following his win at the Czech Republic Grand Prix. Photo by Gold & Goose.

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Saturday, Sept. 5

AMA Hotshoe program; Hall of Fame "Last Chance" qualifier; and the 10-lap, $50,000 Dirt Track Hall of Fame Race.
(Don't miss the richest dirt track race ever run!)

DIRT TRACK Hall of Fame™ RACE

Sunday, Sept. 6

"The Springfield Mile"
AMA Grand National point-payer on the "Granddaddy" of American dirt tracks.

It's "FAN FRIENDLY"

The pits will be open! Bring your autograph book! Huge infield midway with lots to see and do.

It's a SHOW!

Ride in bike show Saturday, Sept. 5. Bring your coolest iron...we'll display it, judge it, and reward the winners!

It's a PARADE!

Saturday evening, join the huge motorcycle parade through the streets of Springfield! (No charge to ride--organized by ABATE of Illinois)

Photo finishes are the Springfield norm. Memorial Day, it was Parker, Carr & Springsteen.

Check out the Ricky Graham Collection

A $100 contribution to the Dirt Track Hall of Fame buys you a Harry Miller print of "Ricky G" in action, the "Ricky G" video commemorating his amazing 1993 season, and the "Ricky G" T-shirt, listing all his records and championships.

It's a PARTY!

Saturday night, downtown streets close for a HUGE biker party. Dance to "Rock of Ages" - meet racing celebrities - beer, food, and fun!

It's MEMORABILIA!

"Dirt Track Hall of Fame" shirts, cap, etched glass paper-weight and other collectables on sale.

It's on TV!

ESPN2 will air three taped delayed Springfield shows:

The Harley-Davidson Sportster Performance Main Event

The AMA Grand National Championship

The Dirt Track Hall of Fame Race

Presented by Harley-Davidson Screamin' Eagle Parts and Saddleman

Doohan out, Biaggi in

By Michael Scott
Photos by Gold & Goose

BRNO, CZECH REPUBLIC, AUG. 23

There are many lessons to be learned from racing. The most important is: Never take anything for granted.

The teacher on this occasion was defending World Champion Mick Doohan, and his tutorial came before he'd completed even one lap. Starting from a hard-won pole position after chasing a good setup for two days and charging to pin down fast starter Max Biaggi, the Australian was caught out by one of the complex Brno circuit's tricky downhill corners and his Repsol Honda's treacherous front end.

Down he went, and though he remounted bravely in last place to try and salvage some points, it was to no avail.

The race, in his absence, was close and tense, with three riders chasing Biaggi's Marlboro Honda to the finish. In the end, the Italian claimed his second win of the season - celebrating across the line with an extravagant fifth-gear wheelie that almost took him right over backward in front of the pits at 120 mph.

With Repsol Honda's Alex Criville sneaking past Alex Barros's Gresini Honda on the final lap, and his returned-from-injury teammate Tadayuki Okada a close fourth, it was a fine race for the 70,000 fans.

It was also a brilliant result for the World Championship, throwing the battle wide open again as Biaggi once again took the points lead and Criville moved to second, with nonscorer Doohan a close third. With five races left, just 13 points cover the trio.

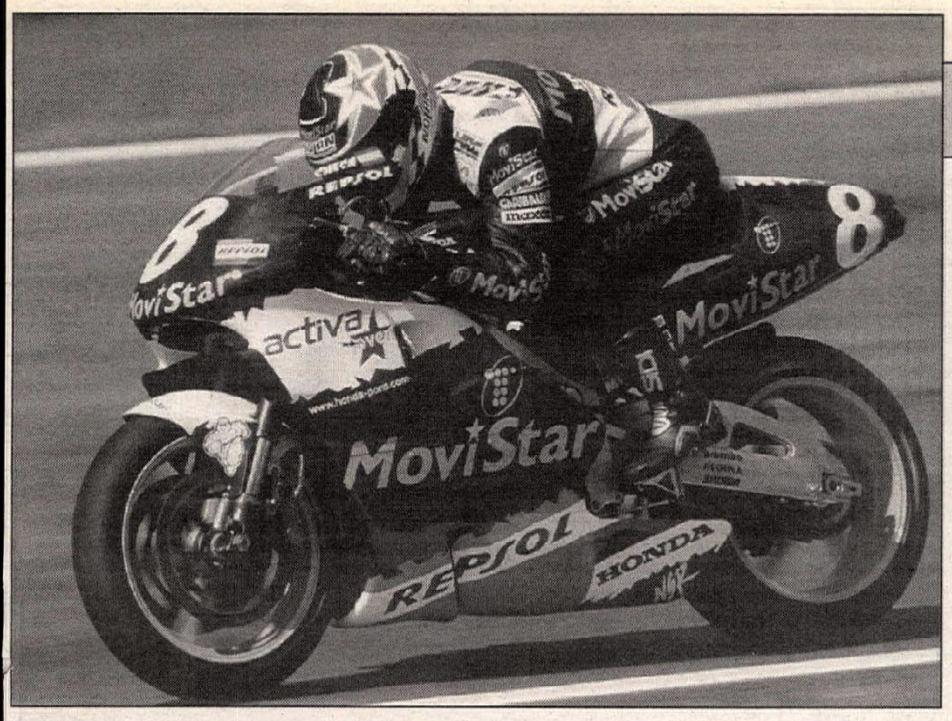
"My team showed me Doohan was out, but I didn't think about that," said Biaggi, who is (with Criville) one of the only two riders to score points at every round this year. "I just got on with my own race."

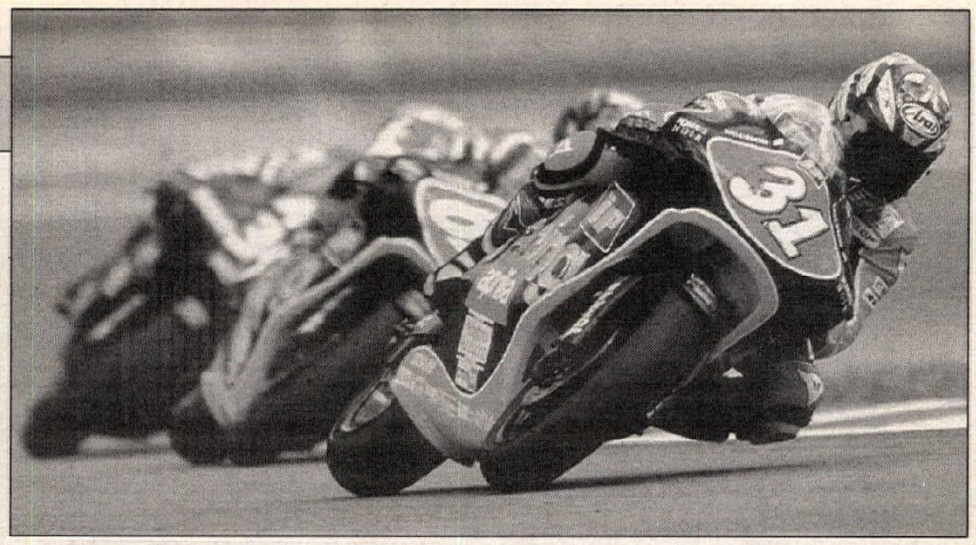
He led from start to finish but was never more than a few feet ahead of his rivals.

A little way behind, Rainey Yamaha's Norifumi Abe just managed to hold off a flying Sete Gibernau, who had qualified his V-twin Repsol Honda a lowly 16th, but he was transformed in the race as he passed one V-four after another.

Then came a heroic Carlos Checa and his MoviStar Honda, back after his serious injuries in Britain and still visibly weak. He was two seconds ahead of

(Top) The Czech Republic 500cc Grand Prix gets under way with Norick Abe (5), Alex Criville (4), Jean-Michel Bayle (12), Alex Barros (9), Max Biaggi (6) and Mick Doohan (1) leading the charge. (Right) Biaggi won for the second time this year, taking over the lead in the 500cc World Championship in the process.





(Left) Carlos Checa returned to action and was impressive, finishing seventh in his return to racing after suffering internal injuries.
(Above) Tetsuya Harada (31) won the 250cc Grand Prix after a battle with his teammate Loris Capirossi.

Rainey Yamaha's Jean-Michel Bayle, the Frenchman in his first GP of the year after his own preseason injuries.

With Regis Laconi pushing through to ninth, it was a bad day for his Red Bull Yamaha teammate and British GP winner Simon Crafar, who was two places back in 11th. The pair had Kenny Roberts Jr. between them on the Mk1 Modenas, after the new Mk2 version gave him trouble in practice and was temporarily shelved.

It was also a bad day for Suzuki. Top rider Nobuatsu Aoki was 12th, just fending off front-row qualifier Ralf Waldmann and his Marlboro Modenas after various problems. And it was also a bad day for John Kocinski, who was making his return from injury. His MoviStar Honda was off the pace all weekend, and he scored just one point - finishing 15th behind Eskil Suter's MuZ.

This was especially frustrating for Jurgen van den Goorbergh, whose private V-twin Honda had led the American's factory V-four for most of the race. He was just over a second behind at the end, but out of the points.

The earlier 250cc Grand Prix race was another Aprilia walkover, with Tetsuya Harada defeating teammate Loris Capirossi, with part-time racer and factory tester Marcellino Lucchi third - taking over the absent Jurgen Fuchs's entry on a 1999 factory prototype. It was the Italian firm's ninth consecutive class win, breaking MV Agusta's record of eight, though still short of Honda's 19 - consolation for the fact that third works rider Valentino Rossi crashed out on the first lap.

Honda had new parts for their unhappy works riders, but they were not enough, and they yet again had to suffer the humiliation of being beaten by a well-ridden private bike. QUB-Team Optimum Honda's Jeremy McWilliams held off the factory Hondas of Benetton rider Tohru Ukawa and FCC's Haruchika Aoki all race long for fourth. Fellow Briton Jay Vincent also rode superbly to put his Padgetts Honda seventh, at the head of the next and biggest group of the race.

Chesterfield Honda's Olivier Jacque didn't finish, after fighting his way back through after getting left almost last off the line.

Teenage hero Marco Melandri won a breathtaking 125cc GP, his second debut-season win, exactly one year after his debut here as a wild card. The Benetton Playlife rider profited from two crashes by Japanese rivals Youchi Ui and Masao Azuma, each of whom crashed while looking set for a breakaway win in the closing stages. Championship leader Kazuto Sakata, on his UGT Aprilia, was second and Givi Honda rider Lucio Cecchinello was third, after each played their part in an extraordinary battle that for most of the race had 13 or more riders locked together in the leading group.

500cc GRAND PRIX

Biaggi led Barros and Criville off the line, but Doohan had moved to second by the time they ran into the long right-hander at the bottom of the hill. He never made it through the corner.

"The front tire just let go," he explained tersely.

The Australian ran to the bike, heaved it out of the gravel, and rejoined in a distant last place. He had moved only up to 19th after 12 laps when he pulled into the pits, his badly damaged seat unit melting on the exhausts.

"Of course it's a bad result, but there's still five races left," he said later.

Biaggi was never seriously challenged again, though Barros remained within inches for almost the full distance - biding his time for an attack, he said later.

The back-and-forth came behind them, with Criville closing up, riding cautiously, only to be consigned to fourth at half-distance by Okada, who'd picked his way through from a mediocre start.

As the finish approached, the battle got hotter, with Okada running wide with two laps remaining and giving the increasingly aggressive Criville an opening. The Spaniard had by now realized he was not the only one sliding around on worn tires, and on the next lap he passed Barros convincingly. Had he made his run a little harder and earlier, he might have challenged for the win.

Barros was happy enough with a close third, his first rostrum of an up-and-down year - but he also said Biaggi had been lucky.

"I was ready to go for victory when I ran into gear-shifting problems on the penultimate lap," Barros said.

Abe had started well, but he lost

Last-minute Mick

Brno is a difficult track, and it can bring unpredictable results. There was no surprise in Mick Doohan's sixth pole of the season, achieved with the fastest-ever officially timed lap of the fast and sweeping 3.35-mile track. But he had to wait until the closing minutes before finally displacing Max Biaggi from the lead he'd held throughout the two dry but windy days.

"It's not one of my favorite tracks," Doohan said. "I don't know if it's just a Honda problem, but you're always chasing the front wheel on the downhill corners here."

As a result, rather than his usual method of getting the bike set up on the first day of practice, he was still making changes right up until the last session.

"Every time I went out, I had a different setting," Doohan explained.

The defending champion was riding superbly, with the cameras capturing one particularly awe-inspiring slide under brakes into a fast corner - all proof enough of his formidable talent, in the crucial closing stages of the season. As if any were needed.

One could say the same about Biaggi, who remained second in spite of crashing in the final session - in the final and slowest chicane. He blamed the wind, adding: "I damaged my best bike, and hurt my wrist and ankles."

Did this mean he, too, could have gone faster?

"Yes," he replied, though the point remained hypothetical.

Third went to Jean-Michel Bayle, even though the Yamaha rider failed to improve on the second day.

"I like the track, because of all the very hard braking," Bayle said. "But I think the Yamaha likes it even more."

In his comeback after six months' recuperation from concussion, he looked steady but somewhat stressed.

"I feel fine on the bike, but I am not sure how I will be over full race distance," he said.

The fourth man was a real surprise - Ralf Waldmann, in his first-ever 500cc-class front-row qualifying position. Like his teammate Kenny Roberts Jr., he had switched back to the old Mk1 Modenas - after Roberts Jr. crashed heavily on day one when the new engine seized - and he admitted he was as surprised as anybody.

"I couldn't have done that lap without the help of Max (Biaggi)," the German said. "He let me follow him and take his slipstream. But there were places I could have passed because of my higher corner speed."

This was in the closing minutes of a session that had been interrupted by a red flag after Carlos Checa fell and his fuel tank caught fire in the middle of the track - at the same slow chicane that had claimed Biaggi. Waldmann's run displaced Alex Barros by less than a tenth of a second, consigning the Brazilian to lead row two from an off-form Alex Criville ("I didn't sleep very well last night," he explained), returnee Tadayuki Okada, and second Modenas man Roberts, who was still hurting after his Friday high-speed tumble.

The times were typically close, except for Doohan's flier, with Roberts within a second of Biaggi - a tiny margin at this long track with its two-minute lap time.

The track was big enough, however, to keep the troubled Suzuki team back on row three, where Nobuatsu Aoki only moved up to ninth in the closing stages, after more or less going backward prior to that. His new teammate, Katsuaki Fujiwara, was no help, still way off the pace. He was not the only one having trouble at the difficult track.

Returning injury victim Checa was 10th, with every reason to be the slowest Honda, especially after his crash; but the Yamahas of British GP winner Simon Crafar and Norick Abe in 11th and 12th were a disappointment - at a track that generally favors the sweet-handling Yamahas and (in Crafar's case) Dunlop tires.

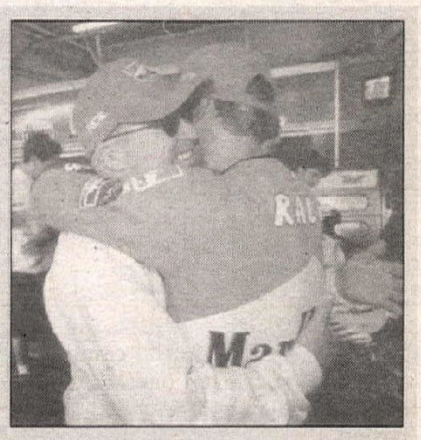
"I was not as sharp as usual after the long break," said the modest Crafar.

His teammate Regis Laconi led row four, still less than 1.5 seconds down on Biaggi, with Eskil Suter's MuZ next, followed by top privateer Jurgen van den Goorbergh's V-twin Honda.

The biggest surprise, perhaps, came in the lackluster performance of returnee John Kocinski, who was perfectly cheerful but way off the pace.

Matt Wait was the last out of 24 qualifiers, at the far end of a sixth row led by new boy Fujiwara's Suzuki.

There was a frisson of excitement on day one of 250cc qualifying when Olivier Jacque managed to put his revised Honda into third position among the Aprilias. It didn't last. Firstly, slow starter Valentino Rossi finally got going to join the black-shirt party up front; and secondly, Jacque pointed out that he was still having to ride ridiculously hard in the corners to make a good lap time - there was no way he could burn up his tires like that all race long.



Kenny Roberts congratulates Ralf Waldmann after the German put the Modenas on the front row.

Marcellino Lucchi was back, riding in place of German GP victim Jurgen Fuchs, but on an all-new development chassis for next year's works Aprilia. He was fastest as the end of the last session approached; then both Loris Capirossi and Rossi went out and knocked him down by a few crucial fractions.

It was Capirossi's fifth pole of the year, and he was thrilled.

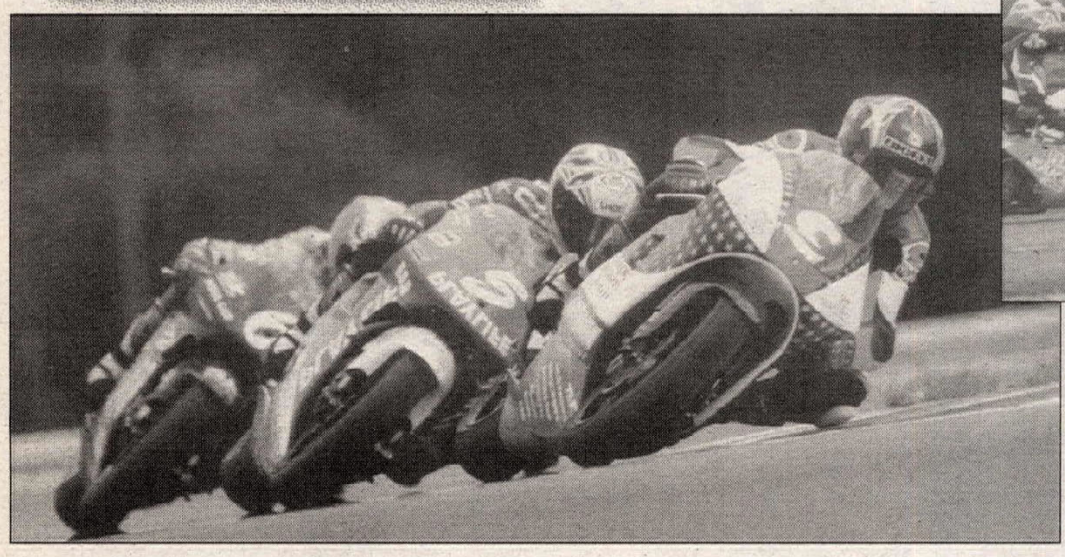
"I am in perfect condition, and so is my bike," Capirossi said. "This track has only one slow corner, where the Aprilias are not so good. My only weak point is my starting, and though I have practiced a lot, it is still not perfect."

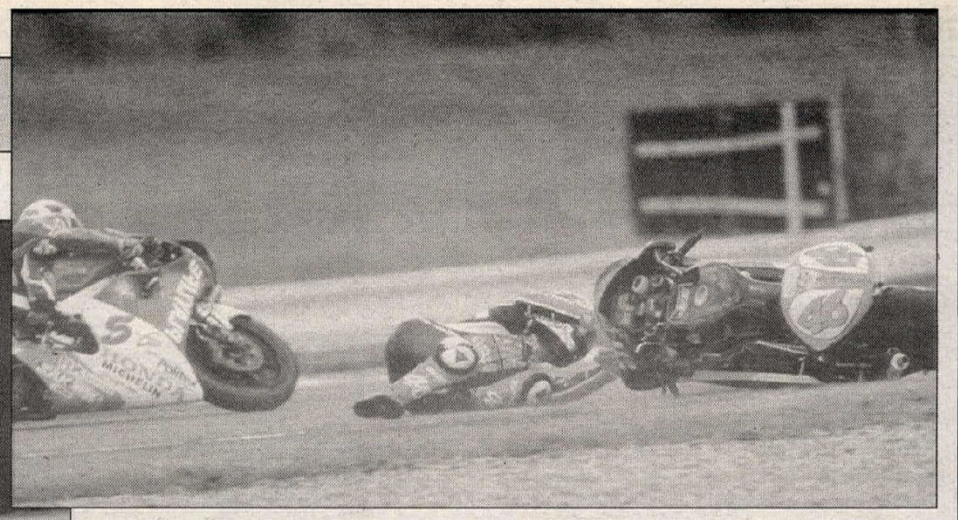
Rossi was less than two-tenths down, with Lucchi barely further away. But the factory tester promised not to interfere with any race battles of his full-time teammates, while Rossi joked, "I am far enough behind in the championship that if I do win, it doesn't make any difference."

Tetsuya Harada was fourth, but troubled and puzzled to be 1.3 seconds off pole.

"I can't explain it, but this is the worst track of the year so far for me," he said.

Jacque led row two by less than half a second from Jeremy McWilliams's private QUB Honda, the Ulsterman again proving to be a thorn in the side of the works NSRs. He had Stefano Perugini's works bike alongside, with Tohru Ukawa's similar bike next.





(Left) Luis d'Antin (9) leads Haruchika Aoki (5) and Jeremy McWilliams in their battle for fourth place.
(Above) Valentino Rossi crashes out of the 250cc GP on the opening lap.

touch with the leaders. He was running alone just before half-distance when he was joined by a gang of three. The flying Gibernau had passed first Checa and then Bayle, and they followed him up to the Japanese rider's back wheel.

It was a frustrating time for Gibernau, riding way above his practice form at a track that should not favor a down-on-power V-twin.

"I was faster than Abe 'round the corners, but he is good on the brakes and much faster on the straights, so I just couldn't get by him," he said after finishing a tenth of a second behind him.

The returnees couldn't keep the pace and had already started dropping back when Checa nipped past Bayle on lap 14. They gradually dropped back and spread out as the race wore on. Checa was justifiably proud of seventh.

"It's like a victory for me," he said. "I was fighting against myself rather than my rivals. Now I know I can be back at the top level again."

Bayle was not dissatisfied with eighth.

"After such a long time not racing, I'm pleased. I'm sure things will get better," he said.

Hale and hearty riders behind them could not be so sanguine, though Laconi had a good run through to ninth after finishing the first lap 13th.

Roberts, six seconds behind, said he could do no better on the Mk1 Modenas.

"With a full fuel load, you have to ride the old bike real smooth, and they could pick me off," he said. "At the end I was doing better lap times."

Eleventh-placed Crafar was far from happy.

"There hasn't been too much positive about the weekend - but at least after the race I know the problem is not really with me," the New Zealander said. "We have a bike problem here, and we have to fix it when we test tomorrow."

Aoki, who finished 12th, had also dropped back from the group, yet again suffered rear-brake problems. He uses the brake extensively with the power on, to improve traction, and although they had some new material after their problems in Germany, it had an erratic response that meant he couldn't keep his pace up.

But few people were as disappointed as Ralf Waldmann, who started from the front row only to drop to right near the back.

"The bike was slow out of the corners, and the speed-shifter wasn't working, either," he said. "Halfway through the race, I killed the ignition and restarted it, which reset the electronics. Then I started passing people."

Aoki just managed to hold him off over the line.

Suter was 14th after an undisturbed run on the MuZ; Kocinski secured the last point after a completely lackluster weekend, passing van den Goorbergh for the place with only two laps to go.

"I am not enjoying this one bit," he said later. "I'm lapping the GP bike slower than my superbike. I know Honda can build a bike that will work for me, and I know I have to be patient. It's hard, but I am prepared to wait."

Juan Borja's V-twin Honda was next - teammate Garry McCoy did not start, after breaking his leg in a heavy crash in morning warmup. Then came new boy Fujiwara's Suzuki, the 23-year-old rider happy just to have finished his first European race and his first race on Michelins.

There were 21 finishers, with Scott Smart bringing up the rear behind American Matt Wait. Fabio Carpani crashed out on the first lap.

The championship battle is now as tense as at any time. With five races left, Biaggi has retaken the lead, with 173 points to Criville's 162. Doohan has 160. Then comes Checa on 115, and Barros on 87, with Crafar dropping back to sixth on 80.

250cc GRAND PRIX

The Aprilia demonstration race started off badly for Valentino Rossi.

"I thought I could get a good result here, and I was fighting with (Loris) Capirossi for the lead when I ran wide on the fourth corner," he said. "But (Stefano) Perugini was already there, and we touched."

He went flying, while Perugini stayed wheels down and ran across the gravel trap. The Honda rider rejoined, but any hopes of a good result were gone.

In fact, it was Lucchi in front after the first lap, from Harada and Capirossi, but the veteran test rider had taken a bad tire gamble, and was third one lap later - after an out-of-the-saddle moment - and gradually dropped back.

The other two swapped back and forth for a while before Harada settled in front on lap six. He was soon a second clear, but then he slowed.

"It was very windy, and it upset my concentration, so I eased the pace a bit," he said.

That gave Capirossi the chance to get back on to him, and in front at the start of the 14th lap. But while the Italian's bike was handling better, Capirossi said, "Tetsuya's engine was faster, and today second place was the best I could do."

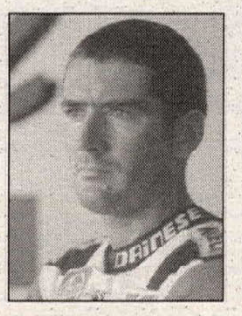
Harada had retaken the lead on lap 16, with Capirossi almost appearing to let him by, as if preparing for a last-corner attack. But he only dropped further and further behind, finishing more than five seconds down.

The closest and best battle was between McWilliams on the production Honda and the works bikes of Ukawa and Aoki. Both Japanese riders never gave up trying to get ahead and, in fact, Ukawa did nose ahead briefly a couple of times. But McWilliams was not to be beaten, and held the order as they crossed the line covered by just over a half-second.

Briefly...

The return to GP racing after the four-weekend break also marked the return of a number of absentees. Riderwise, not only was **Tadayuki Okada** back after his long absence, but also **Carlos Checa**, after a remarkable recovery from his Donington Park practice injuries and his teammate **John Kocinski** - returning the MoviStar squad to its original lineup.

It was the same at Suzuki, where original contracted rider **Katsuaki Fujiwara** took up the seat alongside Nobuatsu Aoki after having missed the first nine races because of a preseason injury.



Yamaha welcomed back **Jean-Michel Bayle**, who has also missed the full season so far after suffering a concussion in a preseason tumble. The return of the Team Rainey rider has been repeatedly deferred as the lingering concussion made it impossible for the former off-road superstar to ride for more than a few laps at a time.

The race also saw the long-awaited arrival of the **Mk2 Modenas**, with an all-new three-cylinder engine and chassis. There was also a slight return from Honda, with revisions that brought their all-new twin-crank NSR250 closer to being more competitive than ever so far in its first year.

But Brno meant farewell to second Chesterfield Honda rider **William Costes**, who struggled early on to get the pace on the production Honda before taking over the injured Olivier Jacque's works NSR for the last two races. The endurance-racing specialist, who won the Spa 24-Hour race during the same period, was even slower on the factory machine. "We have mutually agreed that his style does not suit a 250," said team boss Herve Poncharal. Costes' spot was filled by 19-year-old French newcomer Matthieu Lagrive.

The return of **Carlos Checa** was heroic, after the Spanish rider lost his spleen after sustaining internal injuries at the British GP and then suffering postoperative complications that threatened paralysis and vision problems. He was not expected back this season, but made a complete recovery and has been working hard to regain fitness. "I have lost four kilograms (nine pounds), and I am still weak," he said. "I can do fast laps, but for the full race I would be happy with a top-10 finish." He came close to disaster in practice, when he was high-sided violently on a slow corner, then chased down the track by his blazing fuel tank. He escaped further injury but retired for the rest of the day. Checa, who won the Madrid GP after showing strongly in the early part of the season, was understood to be close to signing for Yamaha next year when the crash interrupted negotiations.

Checa's teammate **John Kocinski**, while recovered from his hand injuries, is still a long way from being out of the woods. The World Superbike Champion has promised all season that when he gets the bike to his satisfaction, he will be up with the front-runners. However, he has been put in the shade by Checa, and in Brno he was still struggling at the back of the factory-bike pack.

Jean-Michel Bayle's **comeback**, like Checa's, was impressive. The ex-Honda, ex-Aprilia, ex-Yamaha, ex-Modenas rider pronounced himself fit after setting impressive times in tests at Brno during the break, and he proceeded to qualify on the front row of the grid. "I don't like to talk about the last six months," he said. "I could not ride a motorcycle properly, and it was very hard for me. I am not sure how strong I will be for a full race, but I am feeling ready for it now." Bayle claimed his first and only 500cc-class pole at Brno last year. "I like the track, because you need to know how to brake very well. With all the hills, it's a bit like supercross without the bumps," he joked. "But I think it is the Yamaha that likes the track as much as I do."

Suzuki's new rider, **Katsuaki Fujiwara**, made a slow start to his full-time career. The 23-year-old ex-All Japan Superbike rider has ridden in only one GP in the past, leading the opening laps of the Japanese GP as a wild card in 1996 before succumbing to gearbox problems. Injured in Australian tests before the season, the contracted rider made his racing return at the Suzuka 8 Hours race before coming to his first GP of the season at Brno. Struggling somewhat with the switch to a two-stroke on Michelin tires (he has only ever raced on Dunlops), the cheerful rider quipped, "It's like everyone else is swimming in a river, and I've just been thrown in fully clothed."

The new **Modenas** made a troubled debut after testing successfully in the break. On the first day of practice, Kenny Roberts Jr.'s bike seized going into the first turn at more than 125 mph, precipitating the American's a bruising but not seriously injurious trip through the gravel trap. "The team don't know why it seized," said Roberts, who had suffered another breakdown in the morning. "Until we do know, it's been put away and I'll ride the old bike." Later, Kenny Roberts Sr. said, "We need to resize one of the crankshaft main bearing journals."

Ralf Waldmann also switched back to the old bike as a precautionary measure, and managed to wheel it onto the front row of the grid for his first time. The new bike reverses the cylinder location, with two pots upward and the center cylinder pointing down. A balance shaft tames the triple's near-crippling vibration, making the unit slightly longer and requiring a new chassis. The new

There was a bigger group behind, with the Yamahas of Takeshi Tsujimura and Luis d'Antin doing most of the leading, while Jason Vincent gradually picked his way through on his RS Honda after dropping back to 15th, where he was caught up in the Rossi/Perugini muddle. At the finish, he led Tsujimura across the line by a tenth, with Luca Boscoscuro and Jose Cardoso close behind.

Perugini recovered to push ahead of d'Antin over the line for 11th; Edo Yamaha rider Franco Battaini took 12th from a fading Noriyasu Numata's Rizla Suzuki, with Roberto Rolfo taking the last point by inches from Johan Stigefelt's Suzuki.

Jacque retired after nine depressing laps. He almost stalled on the line, and though he did move through to seventh, he retired with a faulty rear tire after 11 laps.

Porto also retired with a sliding rear tire on the same lap. There were 22 finishers.

Harada's fifth win of the year extended his championship lead to 26 points over Capirossi, 174-148. Rossi is third with 101 points, while Ukawa lies fourth on 97. Aoki's 85 points gives him fifth overall, with McWilliams closing in with his 77 points.

125cc GRAND PRIX

All riders had complained of problems with the gusty wind during practice, and pole qualifier Kazuta Sakata was far from confident at what had been a favorite track.

The Japanese rider led the first two laps but was then overwhelmed by a huge and ever-growing gang of riders, all crawling all over each other.

For the next nine laps the lead changed back and forth - Azuma, Ui, Cecchinello and Sakata again all taking turns, though seldom for very long - while the rest peered over their shoulders or tickled up against their back wheels.

Chasing hard to catch the gang, both Masaki Tokudome and Emilio Alzamora crashed out before half-distance.

Then, after 12 laps, the first development saw Ui's Yamaha move ahead convincingly. He'd opened the gap to almost two seconds after two more tours - but he was pushing too hard, and he slid off without completing another lap.

This handed the lead briefly to impressive French newcomer Arnaud Vincent, but Tomomi Manako was next to lead, only to slow dramatically and pull off with engine trouble before the end of lap 15.

Now it was Azuma's turn, and the Bridgestone-shod rider, who'd claimed his first front-row start, also managed to secure a small but growing gap to pull away in front for his stab at a first GP win. Sadly, this didn't last either, and he too slid off with half a lap left.

Melandri, who turned 16 earlier this month, had no time to enjoy the sight of a clear track ahead. Sakata was hard on his heels, with Cecchinello locked on behind. The first three crossed the line within four-tenths of a second.

The group had broken up a bit in the last couple of laps. Mirko Giansanti was fourth, narrowly ahead of fellow Italian Gianluigi Scalvini. Vincent led the next trio, closely followed by Hiroyuki Kikuchi's Givi Honda and Roberto Locatelli.

Sakata's title lead shrank by five points, but remained substantial - 185 to Melandri's 138. Nonscorer Manako drops to third on 122, Cecchinello has 92, and Giansanti takes fifth from Tokudome with 79. CN

Czech Grand Prix
Brno, Czech Republic
Results: August 23, 1998 (Round 10 of 15)

125cc QUALIFYING: 1 Kazuto Sakata (2:11.302); 2. Tomomi Manako (2:11.408); 3. Lucio Cecchinello (2:11.573); 4. Masao Azuma (2:11.577); 5. Masaki Tokudome (2:11.589); 6. Jaroslav Hules (2:11.726); 7. Marco Melandri (2:11.742); 8. Youichi Ui (2:11.964); 9. Roberto Locatelli (2:12.127); 10. Steve Jenkner (2:12.398); 11. Gianluigi Scalvini (2:12.481); 12. Hiroyuki Kikuchi (2:12.605); 13. Arnaud Vincent (2:12.747); 14. Mirko Giansanti (2:12.807); 15. Ivan Goi (2:12.837); 16. Frederic Petit (2:12.979); 17. Yoshiaki Katoh (2:13.196); 18. Emilio Alzmora (2:13.241); 19. Gino Borsoi (2:13.248); 20. Angel Nieto Jr. (2:13.425); 21. Federico Cerroni (2:13.869); 22. Juan E. Maturana (2:14.048); 23. Jeronimo Vidal (2:14.686); 24. Christian Manna (2:15.390); 25. Jakub Smrz (2:15.880); 26. Andrea Iommi (2:15.898); 27. Igor Kalab (2:19.128); 28. Michal Brezina (2:19.515); 29. Martin Psotny (2:19.807); 30. Bohuslav Seifert (2:20.231).

125cc GRAND PRIX: 1. Marco Melandri (Hon); 2. Kazuto Sakata (Apr); 3. Lucio Cecchinello (Hon); 4. Mirko Giansanti (Hon); 5. Gianluigi Scalvini (Hon); 6. Arnaud Vincent (Apr); 7. Hiroyuki Kikuchi (Hon); 8. Roberto Locatelli (Hon); 9. Ivan Goi (Apr); 10. Frederic Petit (Hon); 11. Steve Jenkner (Apr); 12. Angel Nieto Jr. (Apr); 13. Juan E. Maturana (Yam); 14. Gino Borsoi (Apr); 15. Yoshiaki Katoh (Yam); 16. Andrea Iommi (Hon); 17. Christian Manna (Yam); 18. Igor Kalab (Hon); 19. Michal Brezina (Hon); 20. Bohuslav Seifert (Hon). Time: 42 min., 5.161 sec.
Distance: 19 laps, 63.647 miles
Average speed: 90.768 mph
Margin of victory: 0.038 sec.
Fastest lap: Masao Azuma, 2:10.899, lap 16
125cc WORLD C'SHIP POINT STANDINGS (After 10 of 15 rounds): 1. Kazuto Sakata (185/4 wins); 2. Marco Melandri (138/2); 3. Tomomi Manako (122/2); 4. Lucio Cecchinello (92/1); 5. Mirko Giansanti (79); 6. Masaki Tokudome (75); 7. Frederic Petit (67); 8. Gianluigi Scalvini (66); 9. Masao Azuma (65); 10. Roberto Locatelli (57); 11. Youichi Ui (54); 12. Arnaud Vincent (52); 13. Hiroyuki Kikuchi (51); 14 Noboru Ueda (45/1); 15. Steve Jenkner (42); 16. Angel Nieto Jr. (38); 17. Gino Borsoi (33); 18. Ivan Goi (32); 19. Yoshiaki Katoh (26); 20. Jaroslav Hules (17).

250cc QUALIFYING: 1. Loris Capriossi (2:03.974); 2. Valentino Rossi (2:04.145); 3. Marcellino Lucchi (2:04.552); 4. Tetsuya Harada (2:05.278); 5. Olivier Jacque (2:05.778); 6. Jeremy McWilliams (2:06.144); 7. Stefano Perugini (2:06.193); 8. Tohru Ukawa (2:06.250); 9. Noriyasu Numata (2:06.650); 10. Haruchika Aoki (2:06.757); 11. Takeshi Tsujimura (2:06.981); 12. Franco Battaini (2:07.223); 13. Jason Vincent (2:07.460); 14. Sebastian Porto (2:07.467); 15. Luis d'Antin (2:07.503); 16. Luca Boscoscuro (2:07.682); 17. Roberto Rolfo (2:07.870); 18. Osamu Miyazaki (2:08.008); 19. Jose Luis Cardoso (2:08.360); 20. Johan Stigefelt (2:08.796); 21. Davide Bulega (2:08.986); 22. Vladimir Castka (2:09.109); 23. Yasu Hatakeyama (2:09.685); 24. Matthieu Lagrive (2:10.168); 25. Federico Gartner (2:11.905); 26. Radomil Rous (2:12.327).

250cc GRAND PRIX: 1. Tetsuya Harada (Apr); 2. Loris Capriossi (Apr); 3. Marcellino Lucchi (Apr); 4. Jeremy McWilliams (Hon); 5. Tohru Ukawa (Hon); 6. Haruchika Aoki (Hon); 7. Jason Vincent (Hon); 8. Takeshi Tsujimura (Yam); 9. Luca Boscoscuro (Hon); 10. Jose Luis Cardoso (Yam); 11. Stefano Perugini (Hon); 12. Luis d'Antin (Yam); 13. Franco Battaini (Yam); 14. Noriyasu Numata (Suz); 15. Roberto Rolfo (Hon); 16. Johan Stigefelt (Suz); 17. Yasu Hatakeyama (Hon); 18. Osamu Miyazaki (Yam); 19. Matthieu Lagrive (Hon); 20. Davide Bulega (Hon); 21. Vladimir Castka (Hon); 22. Radomil Rous (Yam).
Time: 41 min., 52.318 sec.
Distance: 20 laps, 66.997 miles
Average speed: 95.975 mph
Margin of victory: 5.207 sec.
Fastest lap: Loris Capirossi, 2:04.614, lap 9
250cc GRAND PRIX WORLD C'SHIP POINT STANDINGS (After 10 of 15 rounds): 1. Tetsuya Harada (174/5 wins); 2. Loris Capirossi (148/2); 3. Valentino Rossi (101/1); 4. Tohru Ukawa (97); 5. Haruchika Aoki (85); 6. Jeremy McWilliams (77); 7. Takeshi Tsujimura (69); 8. Stefano Perugini (66); 9. Luis d'Antin (60); 10. Jose Luis Cardoso (57); 11. Olivier Jacque (56); 12. Jason Vincent (54); 13. Marcellino Lucchi (52/1); 14. Jurgen Fuchs (45); 15. Luca Boscoscuro (33); 16. Noriyasu Numata (31); 17. Roberto Rolfo (31/1); 18. Daijiro Katoh (25); 19. Shinya Nakano (20); 20. (TIE) Sebastian Porto/Franco Battaini (17).

Young Italian Marco Melandri won a second 125cc Grand Prix in his debut season. Melandri is second in the championship point standings.

500cc QUALIFYING: 1. Mick Doohan (2:01.585); 2. Max Biaggi (2:02.087); 3. Jean-Michel Bayle (2:02.528); 4. Ralf Waldmann (2:02.640); 5. Alex Barros (2:02.730); 6. Alex Criville (2:02.784); 7. Tadayuki Okada (2:02.900); 8. Kenny Roberts Jr. (2:02.950); 9. Nobuatsu Aoki (2:03.168); 10. Carlos Checa (2:03.218); 11. Simon Crafar (2:03.304); 12. Norick Abe (2:03.372); 13. Regis Laconi (2:03.488); 14. Eskil Suter (2:03.799); 15. Jurgen van den Goorbergh (2:03.814); 16. Sete Gibernau (2:03.976); 17. John Kocinski (2:04.207); 18. Garry McCoy (2:04.409); 19. Juan Borja (2:04.723); 20. Sebastien Gimbert (2:05.435); 21. Katsuaki Fujiwara (2:05.900); 22. Scott Smart (2:07.997); 23. Fabio Carpani (2:08.211); 24. Matt Wait (2:08.230).

500cc GRAND PRIX: 1. Max Biaggi (Hon); 2. Alex Criville (Hon); 3. Alex Barros (Hon); 4. Tadayuki Okada (Hon); 5. Norick Abe (Yam); 6. Sete Gibernau (Hon); 7. Carlos Checa (Hon); 8. Jean-Michel Bayle (Yam); 9. Regis Laconi (Yam); 10. Kenny Roberts Jr. (Mod); 11. Simon Crafar (Yam); 12. Nobuatsu Aoki (Suz); 13. Ralf Waldmann (Mod); 14. Eskil Suter (MuZ); 15. John Kocinski (Hon); 16. Jurgen van den Goorbergh (Hon); 17. Juan Borja (Hon); 18. Katsuaki Fujiwara (Suz); 19. Sebastien Gimbert (Hon); 20. Matt Wait (Hon); 21. Scott Smart (Hon).
Time: 45 min., 12.043 sec.
Distance: 22 laps, 73.697 miles
Average speed: 97.836 mph.
Margin of victory: 0.768 sec.
Fastest lap: Alex Criville, 2:02.335, lap 22
500cc GRAND PRIX WORLD C'SHIP POINT STANDINGS (After 10 of 15 rounds): 1. Max Biaggi (173/2 wins); 2. Alex Criville (162/2); 3. Mick Doohan (160/4); 4. Carlos Checa (115/1); 5. Alex Barros (87); 6. Simon Crafar (80/1); 7. Norick Abe (78); 8. Nobuatsu Aoki (75); 9. Regis Laconi (55); 10. Tadayuki Okada (50); 11. (TIE) Sete Gibernau/John Kockinski (44); 13. (TIE) Kenny Roberts Jr./Ralf Waldmann (40); 15. Jurgen van den Goorbergh (30); 16 Garry McCoy (23); 17. Kyoji Nanaba (22); 18. Noriyuki Haga (16); 19. Scott Smart/Matt Wait (12).

Upcoming Rounds:
Round 11 - Imola, Italy, September 6
Round 12 - Catalinya, Spain, September 20

engine dispenses with the experimental KR carburetors that previously stuck out at funny angles, and instead has a neat bank of three Keihin carburetors. The main visual difference is that the new bike has two exhausts exiting at high level under the seat, and just one at low level on the right-hand side. The previous engine was the opposite. The new layout is neater and "friendlier," according to team staff, with improved power delivery, although at this stage no more power. "Right now," confirmed Roberts Sr., after tests in the USA and in Britain during the break, "it may have slightly less power, but we're at ground zero with this engine. So far it's proving very reliable, so increasing horsepower won't be a problem."

Honda's disappointing new **twin-crank NSR250** was revised for the return to racing, with the pannier radiators replaced with a conventional front-mounted unit. The airbox has also been redesigned to accommodate the change, while HRC also produced new exhaust pipes. These made the engine hard to set up, according to the teams - but did improve the overall performance slightly, narrowing the gap on the Aprilias somewhat, if not actually closing it.

Austria's **Salzburgring** may rejoin the GP calendar next year, if meetings at Brno produced the results the promoters required. The track, in a narrow Alpine valley, was replaced by the sanitized A1-Ring for the past two years, but the new venue failed to attract crowds, and it was dropped from the calendar this year. The ultra-fast Salzburgring has been criticized on safety grounds - although some runoff was clawed from the mountainside when it was last used in 1994 - and because the confined space means the paddock and pits are not together. Nonetheless, it is a popular track with some riders, for the extreme demands of its ultra-high-speed corners.

Mick Doohan will stay on for at least one more year, to extend his glittering racing career until the end of the century. "I haven't signed anything yet, but I've reached verbal agreement with Honda," he confirmed at Brno.

The rebuilt **Brno paddock** and pits complex was completed only in the nick of time for the GP; surfacing and other work was still in progress until the day before the paddock opened. But though the new press room and hospitality suites above the pits were not ready for use, the pits and paddock received universal approval, making the track a candidate for GP of the Year. Spacious pit boxes are fully equipped with ample power outlets and running water, with secure locking doors and all amenities. The paddock has also been revised, improving not only parking facilities for team transporters but also extending and improving the area for hospitality and entertainment suites. "They gave us everything we asked for. This has to be the new standard by which other tracks will be judged," said an IRTA spokesman.

Luca Cadalora to race the MuZ? The rumor was strong at Brno, after the Italian tested the bike along with displaced American Mike Hale during the break - but fellow Italians thought this an unlikely event. "Luca will be too afraid that people will laugh at him," said a friend.

Aprilia has introduced a "fly by wire" electronic clutch control to try to help rider Loris Capirossi with his starting technique. Full details are still secret, but the device operates only from rest, interposing electronic overrides to maintain the right amount of clutch slip to keep the engine in the powerband while the rear wheel catches up. Capirossi used it for the first time at the Madrid GP, where a malfunction of some sort saw him left behind on the line. He planned to use it again at Brno.

Bridgestone tires have regained lost ground with rider Masao Azuma this season, culminating in a front-row qualifying position at Brno. Azuma has been a long-term Bridgestone user, though last year, in his GP debut season, he was obliged to ride on Michelins.

Team Suzuki manager **Garry Taylor** teamed with British photographer Richard Richards to claim victory in a "Paddock Top Gun" handgun-shooting contest at the Brno indoor shooting range, situated within the circuit. British privateer Scott Smart was second, with Japanese 250 Suzuki rider Noriyasu Numata third. Brno is a world-famous manufacturing center of armaments and sporting guns.

Aprilia's V-twin 500, already due for another outing in the hands of wild-card rider Jorge Martinez at the Barcelona GP next month, may make a full racing return next year - but only if it is more competitive than their V-four. The new bike is currently undergoing early tests in the hands of Martinez and is not yet as fast as the V-twin, which has also been further developed in the interim. "We will be back in the 500cc class next year with whichever bike is better," said technical chief Jan Witteveen. "At the moment it is the twin, but that might be different in three months' time."

Australian Shell Advance V-twin Honda rider **Garry McCoy** crashed heavily in morning warmup, apparently after clipping the rear of the Mick Doohan's seat after the V-four Honda rider had overtaken him. McCoy tumbled over and over at high speed, coming to rest just short of the crash barrier. He broke his right tibia, and the injury was almost immediately pinned at a Brno hospital.

Mick Doohan suffered a serious reaction from a bee sting in the break before the Czech GP, and ended up in intensive care in ahospital back home in Monaco. He was stung on the chest while cycling, and subsequently suffered an anaphylactic reaction that left him short of breath. He went to a hospital, where he passed out while undergoing tests, falling and cutting his eyebrow. He required three stitches and was taken to intensive care, from which he discharged himself shortly afterward.

Davis survives rush hour

By Scott Rousseau
Photos by Flat Trak Fotos

HAGERSTOWN, MD, AUG. 22

It's getting close to crunch time, and after the 18th annual Hub City Classic Grand National at Hagerstown Speedway, Will Davis is back in a position to do some crunching of his own.

In a bansheelike charge, the 33-year-old North Carolinian from Goldsboro has vaulted himself back into contention after being as far as 20 points off the lead pace in the AMA Grand National Championship title race just a few rounds ago. Yet, on Frank Plessinger's damp-but-slick, technical, semibanked half mile, Davis' charge to victory was anything but frantic. He looked smooth on his Tom Cummings-tuned TCR/Michigan Harley-Davidson Dealers Association XR750, surviving one heck of a traffic jam in the first turn to run second off turn two. From there, Davis methodically ran down early leader Kevin Varnes before making the winning move on the low side of turns three and four on lap 10. After that, Davis smoothly pulled away from Varnes, amassing as much as a 20-length lead on Varnes at the finish of what was a follow-the-leader affair. In doing so, Davis served notice to title rivals Scott Parker, Rich King and Chris Carr that he is not going to roll over and play dead - not by a long shot.

"I hear that," Davis said. "I am so pumped. The only thing is that I wish that my mom would have been here to see this. She comes to see this one pretty near every year, but she's home sick. I'd like to have had her here.

"But we didn't change a thing on our motorcycle all night," Davis continued. "Sometimes that makes me nervous, because it feels so good, but you're wondering whether or not you should be looking to change it so that you can maybe pick up a tenth of a second here or there. But it was perfect."

While not quite perfect, Varnes looked to be faster than he has been all season as he hammered around the race track that gave him his first AMA Grand National win, in 1995. All has not been rosy with the Rose Racing rider's equipment of late, as one XR750 after another has gone down with mechanical gremlins. But Varnes' Chico Bednar/Barry Krill-prepped machine was up to the task tonight. And so, it appeared, was Varnes, as he set fast time in his heat race and then grabbed the holeshot after picking his starting position on the middle of the front row. The 24-year-old Pennsylvanian tried to get away, but Davis reeled him in. Though he lost ground Davis throughout the rest of the race, Varnes had more than enough on the rest of the field, and he went on to score his best finish of the '98 season.

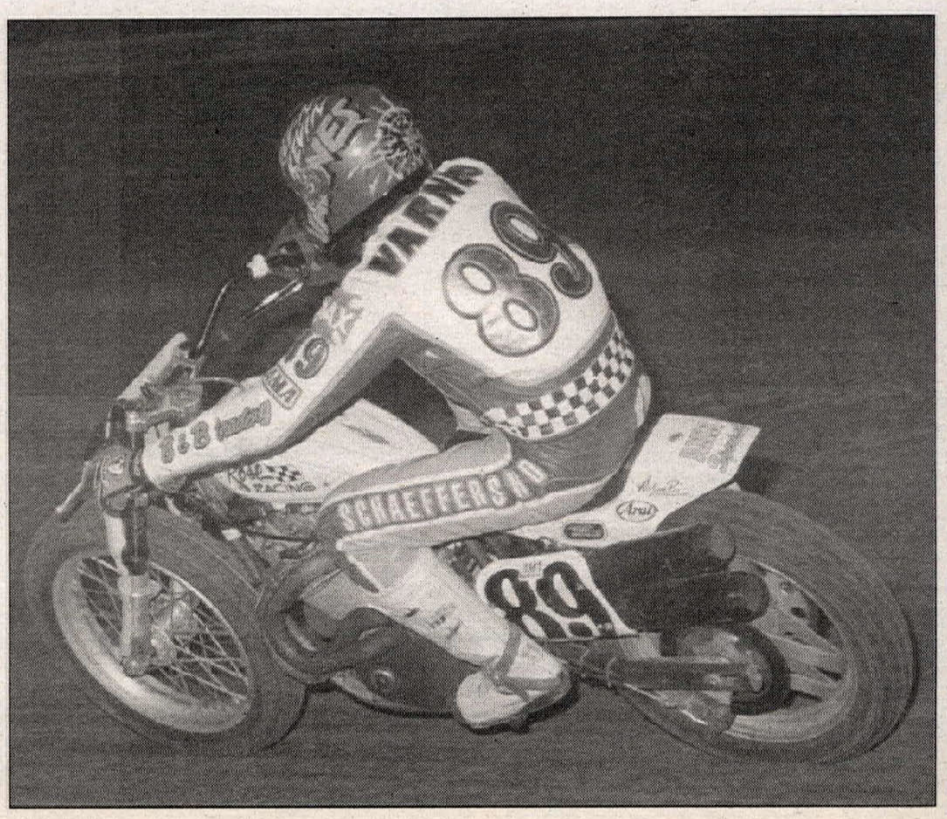
"It needed to be about 10 degrees hotter than it was out there; then I would have won," Varnes joked in reference to his '95 victory, which came in near-100-degree heat. "I really thought it was gonna be one of them nights. We've been going good all along. It's just that we've been having (mechanical) problems, and I'm still getting used to these new (J&M Racing) frames. We were fast at Moline, too, and then we broke. But if we can keep 'em together, we're gonna go faster yet."

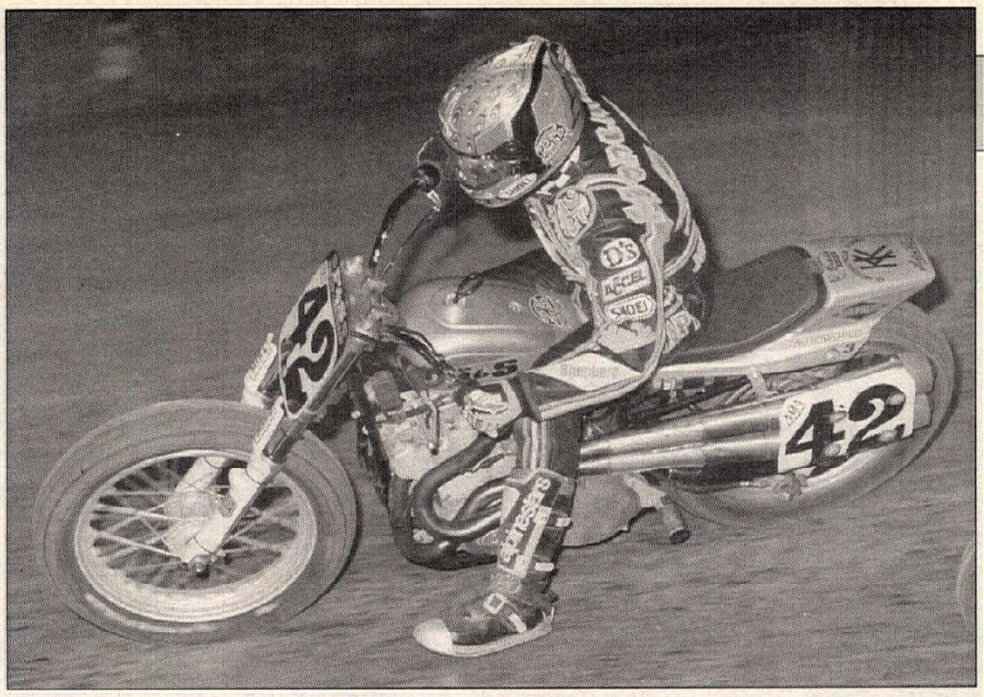
Birthday boy Steve Morehead gave himself a present of sorts by coming home in third place, posting his best finish of the season. The now-43-year-old veteran proved that he still has what it takes as long as he can get his new F&S Harley-Davidson/KK/Shepherd & Dragoo-backed equipment sorted out, and apparently he and mechanic Dennis Town hit on a good combination at H-town. Morehead started fourth and then ran down series champion Scott Parker to take over the third spot at about the same time that Davis got by Varnes. Morehead then cruised away from Parker and clicked off the rest of his laps by running around 20 to 25 lengths behind Varnes - and that with a rear tire that was going down. When Morehead pulled into Victory Circle, the rear tread was completely deflated.

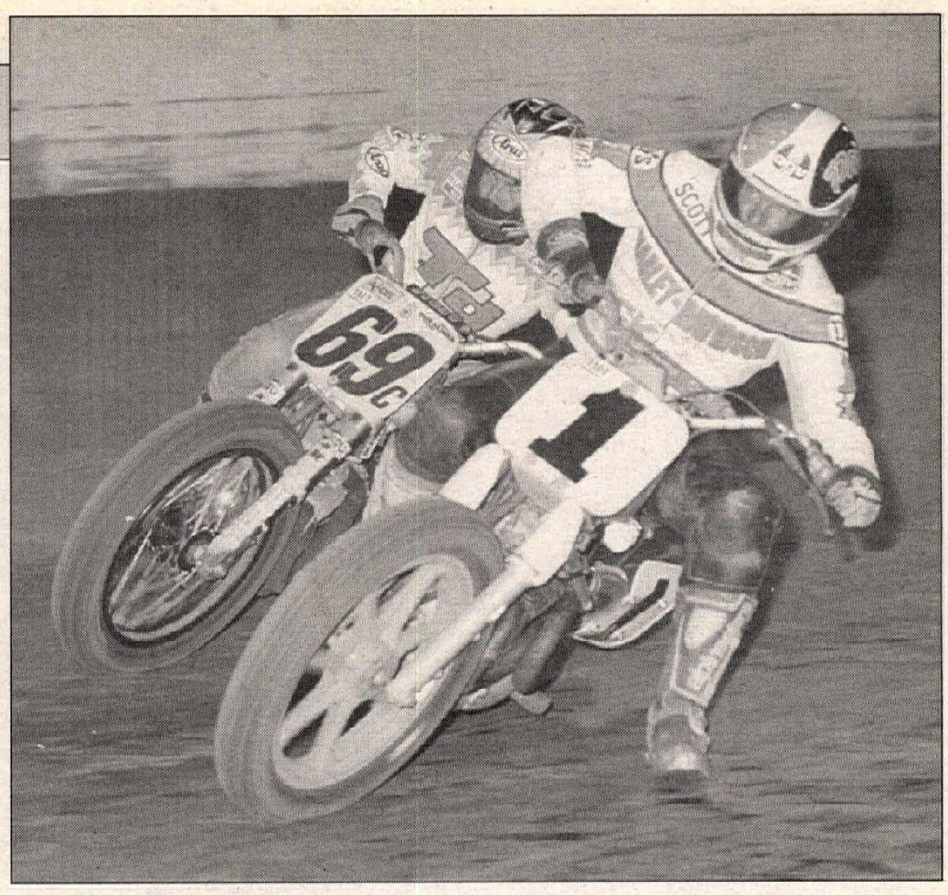
"Look at that," Morehead said, pointing to the rear wheel. "Well, finally we got some of that good luck that I've heard everyone else talking about. The motorcycle's been good all year long; we just haven't had things fall our way. We've got a slightly different frame setup than anyone else, and it's taking us a little longer to dial it in. The only other change that I made is that I just took the family on vacation for a week instead of draggin' 'em to a race track. It was a nice break, and when we came back, we *wanted* to race."

Young hot rod Nicky Hayden came to Hagerstown wanting to race as well, and it showed. The 16-year-old Kentucky rider started the race sixth after coming from row two and then used a

(Left) Will Davis strengthened his position in the AMA Grand National Championship Series points race with a convincing win at the 18th annual Hub City Classic Grand National at Hagerstown Speedway. (Below) Kevin Varnes, who won the event in 1995, led for much of the race and ultimately finished second.







(Above) Number 42 is 43: Steve Morehead celebrated his birthday in fine style, with a third-place finish. Morehead's development work on his new single-shock chassis appears to be paying off.

(Right) The kid and the king: Rookie rider Nicky Hayden (69C) battled with defending series champion Scott Parker (1) for several laps before taking the fourth spot away from Parker.

higher line than anyone else to pull to the back wheel of Parker around lap 13. The pair engaged in a duel that lasted about five laps, as they often ran side by side down the back stretch, with the TCR/Michigan Harley-Davidson Dealers-sponsored Hayden on the outside and Parker on the inside. But Hayden finally got around Parker in turns one and two on lap 19 and held fourth to the finish, once again proving that he is perhaps one of the finest all-around young motorcyclists to appear on the horizon in the last decade.

"That felt good for sure," Hayden said. "I was just hunting for the moisture, and I found some up top. I was struggling before the National, but Tom Cummings and James Hart worked hard all night, and it paid off. I really gotta thank those guys. This is just my first year, and I'm still trying to figure out what works for me. And they're a big help with that.

"And then to see that Morehead got that flat tire, and to realize that I coulda got on the box -" Hayden added. "Oh well, I had fun."

Team Harley-Davidson/HOG's Parker rode well and finished in a points-lead-maintaining fifth place after starting third. Save for being passed by Morehead and the dice that he had with Hayden, the eight-time champion appeared to be in cruise mode on a track that has rewarded him and smitten him about equally. But whatever the game plan was, it worked, as Parker retained the series lead and actually picked up two points on closest follower Rich King, who finished seventh, one spot behind Chris Carr.

"I was going good tonight," Parker said. "We just got a good holeshot. Nicky came up there later, and I tried to get away from him, but he just kept pokin' it in there, and he got around me. But this was a good weekend for us. We gained points, and it turned out okay. I can't wait for them miles - that's all I'm gonna say."

The battle for the championship is shaping up to be the best one in years, as three riders still have a truly legitimate shot at dethroning Parker. The champ leads the standings with 211, while King sits second with 207. Davis has now jumped to third with 202, and Carr is still only 11 points out of the lead with 200.

HEATS

The Hagerstown field was light in the entry department, as some 43 riders showed up to do battle. Two of them were on outdated, Triumph-powered machines. Nonetheless, Varnes was first and fastest off the line in the opening heat race, as Corbin Racing/Supertrapp's King and Team Undo/Donahue H-D's Brett Landes chased him around the track in the only other two transfer spots, while White's H-D's Mike Varnes attempted to hold off returning veteran Terry Poovey, Dale Jenneman and John Nickens III, among others.

Up front, Varnes held a steady three- or four-bike-length lead over King, who ran high and low in a vain effort to find the proper drive off the turns and catch the leader. But the song remained the same to the end, with Varnes taking the win over King. Landes fell off the lead pace but was fast enough to remain third and thus transfer directly out of the heat race.

"I felt fast," Varnes said. "I felt as when I won it (the '95 race), except it's not as hot out. We just have to get a good holeshot and be consistently smooth. We'll see what happens."

Friendly rivals Davis and Morehead got a great jump off the line in heat two, while Adkins Racing/Winchester Harley-Davidson/KK's Geo Roeder II got an absolute flier off row two to join them up front. Morehead and David quickly left Roeder behind, however, and commenced to battle for the lead, with Davis diving under Morehead to take control off turn four on lap two. In the meantime, Carr got his Kenny Tolbert-wrenched H-D of Sacramento/Phoenix Racing XR up to speed and began to dog Roeder. When Carr pulled past Roeder down the back chute on lap six, the top three were set, with Davis taking the top spot.

"Yeah," said Davis, who consulted with his crew and elected to leave his motorcycle alone for the feature, "but Varnes posted the fastest heat race, so that should make it interesting for the main event."

USC Racing/Lancaster H-D/Dodge Brothers-backed Dan Butler and Parker engaged in perhaps the best clash in the heat races, when the duo squared off. Butler got the holeshot, with Parker in tow, while Hayden got off the line third and pulled cleanly away from H-D of Missouri/Burks Motorsports' Joe Kopp and Bartels' H-D's Shaun Russell. Parker turned up the wick and charged underneath as the pair thundered off turn two on the fourth lap. Butler kept Parker in sight, but there was nothing he could do to retaliate. Parker took the win, with Butler second. Hayden was third and in the big show.

"Butler was having his problems in the middle of one and two," Parker said. "He hit a hole one time and was upsetting the bike, and it was screwing him up. He did it one lap, and then he didn't do it the next lap. And then he did it again, and I thought, 'Hey, here's my chance.'"

Heat four was all Jay Springsteen from start to finish. The Bartels' H-D/RC Trucking-backed three-time Grand National Champion put on a solid display of riding as he easily got rid of his pursuers, which included USC Racing/Lancaster H-D/Dodge Brothers' Bryan Bigelow, Gardner Racing/Walters Brothers H-D's Dan Stanley and Harley-Davidson of Missouri/Burks Motorsports' Kenny Coolbeth. Springsteen had a lead of more than 25 lengths on second-placed Bigelow at the finish, while Coolbeth escaped the clutches of Coziahr Harley-Davidson's Paul Morgan III for third after Stanley slipped off the groove and out of contention for the last transfer spot.

"I just got a good start," Springer said. "I figured I was going to do good in the main. The race track is really nice. It's a lot better than it has ever been. You can actually get traction out there."

SEMIS

Corbin Racing's Gary Rogers made the biggest splash in the first of the three eight-lap semis, although not necessarily in the way that the California youngster would probably have liked. While race leader J.R. Schnabel throttled his Team Powell XR up front and attempted to hold off White's H-D's Mike Varnes, Rogers and Bob Norfleet Racing's John Nickens III were battling over the third spot. Seven laps into the race, Rogers made a gutsy outside-pass attempt on Nickens in turn one, just about the same time that his brakes gave up the ghost. Rogers walloped the straw bales that line the track, but he was uninjured. The race was called, with Schnabel and Varnes taking the top two spots.

Roeder led the first six laps of semi number two before being passed by Bell/MARS/Chesnee Classic Cars' Robert Lews, who was flat dialed in to the racing surface at that point in the evening and went on to a surprise victory. Things got worse for Roeder, as Poovey came up from behind and jumped underneath him on the last lap to steal the second spot for good. Roeder would watch the National from the sidelines.

Team Saddlemen/1-800-FASTHOG's Wade Camlin, who continues to sub for his injured brother Dave Camlin, jumped into the lead in the final semi, only to be passed and left behind by a flying Kopp. While Kopp sped away, Dale Jenneman came up behind Camlin and tried to find a way around him, but Camlin stood fast. Then Paul Morgan III tried to pry Camlin off the low line, but Camlin would not be denied, and the 31-year-old Illinois rider finished second, earning his first career Grand National berth after only his second 750cc ride in five years.

H-D SPORTSTER PERFORMANCE SERIES

The Hagerstown 883 National was a dream come true for one of the hardest-riding up-and-coming youngsters in professional dirt track racing, as USC Racing/Johnny and Sarah Goad/Motion Pro-backed 18-year-old Joe Eades rode hot but stayed cool aboard his Team Saddlemen/1-800-FASTHOG entry and scored the first National win of his career in only his second National ride aboard an 883.

Eades ran fourth in the early stages of the 12-lap main event and began using a high line in the corners as he fought to get around Gutteridge H-D/Supertrapp's Scott Stump and Miller Electrical Construction/Las Vegas Harley-Davidson's Jess Roeder for a shot at race leader Shaun Russell. Eades got to third, behind Roeder - and then Roeder crashed, bringing out a red flag.

On the restart, Eades outgunned a stunned Russell into turn one and then held on from there, as Corbin Racing's Gary Rogers and Stump wound up occupying the other two podium positions.

"I feel awesome," Eades said. "I guess it hasn't really even sunk in yet. Everyone was running it into the turns and squaring it off, but I figured if I got in a little higher, I could keep my momentum up and I could get around 'em. When Roeder crashed, that actually kind of helped me, because then I got to concentrate on running Shaun down. After that, I just stayed smooth and tried not to get out of control."

GRAND NATIONAL

Varnes never got to see the huge jam-up that took place just behind him, as he led through the first turn in the 25-lap feature and prepared to make a getaway. But from second on back, everyone seemed to hit the brakes and practically come to a complete stop in turn one. When the field got back on the gas coming off turn two, most were already

DIRT TRACK
AMA GRAND NATIONAL CHAMPIONSHIP SERIES

in the positions that they would keep to the finish.

Davis slowly caught up to Varnes and geared up to make a pass on lap 10, but as Varnes put it, it was not a move by Davis but rather his own mistake that cost him the lead.

"We were probably going about the same speed, but when he got under me, my damn hand slipped off the throttle," Varnes said. "I nearly came right off the back of the seat. I tried to get right back by him, but then my hand slipped off again. I just screwed up."

"I saw it - his hand did come off the bars," Davis said. "I can't imagine how that would happen. All I know is that he was spraying me down with rocks before that. You wouldn't think it, but when he (the track man) works that dirt back and forth like he does here, he just brings 'em to the surface. They're just like bullets."

With Davis and Varnes pulling away, Morehead got past the third-placed Parker at about the same time, after driving past him down the back straight on lap 10. From there, Morehead held his ground.

"I wasn't going to catch those guys," Morehead said. "They were gone, and I'm not surprised. They were the two fastest guys all night."

Hayden was the rider to watch, as he refused to drop to the bottom of the race track and just join in the parade. Instead, Hayden was the only rider on the track making time, and it wasn't long before he and Parker wound up going head to head for the fourth spot.

"I was just staying up on top and making a lot of time coming into the turns," Hayden said. "The bike worked good, and I just wanted to get up there really bad, so I was pushin' hard."

In catching Parker, Hayden got the opportunity of a lifetime, as he raced back and forth with the eight-time champion for several laps before finally forging past and dropping Parker to fifth. Hayden said that he never let the fact that it was *Scott Parker* enter his mind.

"I didn't really think about that, but I did realize that he is running for the championship, so I didn't want to do anything stupid in front of him. I think that racing with Chandler and DuHamel has helped me with that (star syndrome)."

Further back, King and Carr ran in sixth and seventh, respectively, before King succumbed to a last-corner attack by the '92 Grand National Champion.

"I sucked tonight," King said. "We made some changes for the main event, and we went backwards. I just couldn't drive off the corners, and the harder I went in, the worse it got."

"Sixth was the best we could do tonight," Carr said. "The guys in front of us just had it on us tonight. I have to give them credit for that."

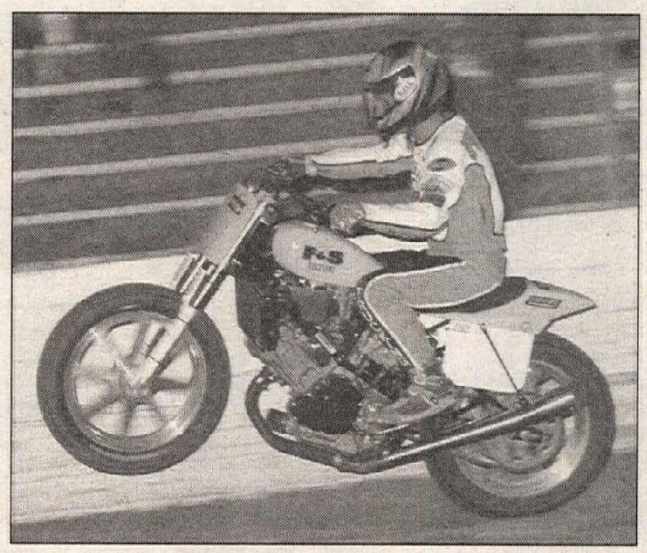
Behind Carr, Coolbeth and then Bigelow led a freight train of riders to the finish. Coolbeth wound up eighth, Bigelow ninth and his USC teammate Butler 10th. CN

Hagerstown Speedway
Hagerstown, Maryland
Results: August 22, 1998 (Round 14 of 19)

HEAT 1 (10 laps; 11 riders, top 3 transfer): 1. Kevin Varnes (H-D); 2. Rich King (Hon); 3. Brett Landes (H-D); 4. Mike Varnes (H-D); 5. Terry Poovey (H-D); 6. Dale Jenneman (H-D); 7. John Nickens III (H-D); 8. Ken Yoder Jr. (H-D); 9. Jerry Vanderkooi (H-D); 10. Randy Shank II (H-D); 11. Rob Gette (H-D).
Time: 4 min., 00.264 sec.

HEAT 2 (10 laps; 11 riders, top 3 transfer): 1. Will Davis (H-D); 2. Steve Morehead (H-D); 3. Chris Carr (H-D); 4. Geo Roeder II (H-D); 5. Gary Rogers (H-D); 6. Wade Camlin (H-D); 7. Robert Lewis Jr. (H-D); 8. Chris Evans (H-D); 9. Paul Bergstrom (H-D); 10. Jaime Aguilar (H-D); 11. Mark Miller (H-D).
Time: 4 min., 00.344 sec.

(Right) One to watch: Joe Eades (66), shown here battling with Jess Roeder (94), won his Harley-Davidson Sportster Performance Series main event in only his second 883 National race.
(Below) Jay Springsteen tested the F&S Project 2000 Suzuki at Hagerstown, with disastrous results. Springer was forced to lay the machine into the hay bales when the throttle stuck, which resulted in injuries to his left hand.
(Below right from left to right) Varnes, Davis, Morehead and Hayden take their place on the victory podium.



HEAT 3 (10 laps; 11 riders, top 3 transfer): 1. Scott Parker (H-D); 2. Dan Butler (H-D); 3. Nicky Hayden (H-D); 4. Joe Kopp (H-D); 5. Shaun Russell (H-D); 6. Brent Armbruster (H-D); 7. Johnny Murphree (H-D); 8. James McIlvena (H-D); 9. Marco Morello (H-D); 10. Shawn Clark (Tri); 11. Phil Libhart (Tri).
Time: 4 min., 03.518 sec.

HEAT 4 (10 laps; 10 riders, top 3 transfer): 1. Jay Springsteen (H-D); 2. Bryan Bigelow (H-D); 3. Kenny Coolbeth (H-D); 4. Paul Morgan III (H-D); 5. J.R. Schnabel (H-D); 6. Dan Stanley (H-D); 7. Billy Martin (H-D); 8. Tim Eades (H-D); 9. Georgie Price IV (H-D); 10. Mike Hacker (H-D).
Time: 4 min., 01.495 sec.

SEMI 1 (8 laps; 11 riders, top 2 transfer): 1. J.R. Schnabel (H-D); 2. Mike Varnes (H-D); 3. John S. Nickens III (H-D); 4. Tim Eades (H-D); 5. Randy Shank II (H-D); 6. Marco Morello (H-D); 7. Mark Miller (H-D); 8. Phil Libhart (Tri); 9. Gary Rogers (H-D); 10. Brent Armbruster (H-D); 11. Chris Evans (H-D).
Time: None, due to red flag.

SEMI 2 (8 laps; 10 riders, top 2 transfer): 1. Robert Lewis Jr. (H-D); 2. Terry Poovey (H-D); 3. Geo Roeder II (H-D); 4. Shaun Russell (H-D); 5. Dan Stanley (H-D); 6. Ken Yoder Jr. (H-D); 7. James McIlvena (H-D); 8. Robert Gette (H-D); 9. Jaime Aguilar (H-D); 10. Georgie Price IV (H-D).
Time: 3 min., 17.639 sec.

SEMI 3 (8 laps; 10 riders, top 2 transfer): 1. Joe Kopp (H-D); 2. Wade Camlin (H-D); 3. Paul Morgan III (H-D); 4. Dale Jenneman (H-D); 5. Johnny Murphree (H-D); 6. Billy Martin (H-D); 7. Paul Bergstrom (H-D); 8. Jerry Vanderkooi (H-D) 9. Shawn Clark (Tri); 10. Mike Hacker (H-D).
Time: 3 min., 16.730 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Will Davis (H-D); 2. Kevin Varnes (H-D); 3. Steve Morehead (H-D); 4. Nicky Hayden (H-D); 5. Scott Parker (H-D); 6. Chris Carr (H-D); 7. Rich King (Hon); 8. Kenny Coolbeth (H-D); 9. Bryan Bigelow (H-D); 10. Dan Butler (H-D); 11. Joe Kopp (H-D); 12. J.R. Schnabel (H-D); 13. Brett Landes (H-D); 14. Terry Poovey (H-D); 15. Robert Lewis Jr. (H-D); 16. Wade Camlin (H-D); 17. Mike Varnes (H-D); 18. Jay Springsteen (H-D).
Time: 10 min., 00.218 sec.

AMA GRAND NATIONAL C'SHIP SERIES POINT STANDINGS (After 14 of 19 rounds): 1. Scott Parker (211/5 wins); 2. Rich King (207/2); 3. Will Davis (202/3); 4. Chris Carr (200/2); 5. Joe Kopp (119); 6. (TIE) Jay Springsteen/Steve Morehead (116); 8. Kevin Varnes (105); 9. Bryan Bigelow (102); 10. Mike Hacker (87); 11. Geo Roeder II (84/1); 12. Nicky Hayden (76); 13. Dan Butler (75); 14. Dan Stanley (62); 15. Brett Landes (58); 16. Davey Camlin (57); 17. Kenny Coolbeth (56); 18. Chris Evans (49); 19. Paul Morgan III (45); 20. J.R. Schnabel (42).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (12 laps; 17 riders): 1. Joe Eades (H-D); 2. Gary Rogers (H-D); 3. Scott Stump (H-D); 4. Shaun Russell (H-D); 5. Jess Roeder (H-D); 6. Paul Bergstrom (H-D); 7. Brian Kromroy (H-D) 8. Ryan Brown (H-D); 9. Tim Eades (H-D); 10. Tom McGrane Jr. (H-D); 11. Phil Libhart (H-D); 12. Yuhiko Hiraro (H-D); 13. John Faulkner III (H-D); 14. Stephanie Welch (H-D); 15. Robert Buffington (H-D); 16. Billy Martin (H-D); 17. John Clark (H-D).
Time: None, due to red flag.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINT STANDINGS (After 7 of 13 rounds): 1. Jess Roeder (149/3 wins); 2. Shaun Russell (105); 3. Scott Stump (103); 4. Gary Rogers (100); 5. Mike Hacker (99/2); 6. Davey Camlin (91/2); 7. Brian Kromroy (83); 8. Billy Martin (75); 9. Tim Eades (63); 10. Ryan Brown (53); 11. Willie McCoy (50); 12. Tom McGrane Jr. (49); 13. Alan Eadie (39); 14. (TIE) Yuhiko Hirao/Paul Bergstrom (38); 16. John Faulkner III (29); 17. (TIE) James Hart/Geramy Rackley (26); 19. (TIE) Joe Eades (1)/Jason Fletcher (23)

Upcoming Rounds:
Round 15 - Sedalia, Missouri, August 29
Round 16 - Springfield, Illinois, September 6

Briefly...

The **Corbin Racing** team was sporting a new mechanic at Hagerstown Speedway. Former Terry Poovey and Johnny Murphree mechanic **Garry Baehler** has been assigned to take care of the 750 and 883cc motorcycles ridden by Gary Rogers. Baehler replaces Rogers' former wrench, Chuck Buchanon. "Chuck was a good boy," team owner Craig Rogers said. "He and Gary just didn't gel - that's just the way it goes sometimes. We were fortunate enough to pick up Garry for the rest of this year, and hopefully we'll have him back for next year."

Speaking of mechanics, well-known Lynch Racing mechanic **Mike Wheeler** was spotted cruising the pits at Hagerstown Speedway, marking the fifth race in a row that he has been spotted without his rider. "It used to be Paul Lynch," Wheeler joked. "Seriously, I don't know what the deal is. I guess they've decided to stop racing for now. Nobody has really told me anything. I don't really know what to say." In the meantime, Wheeler has been lending a hand to Steve Morehead's team.

Geo Roeder II was hoping to do well at the 18th annual Hub City Classic, the home race for his tuner, **Eddie Adkins**, who lives in nearby Winchester, Virginia, and his week started out well enough, as Roeder was on the team that won the fourth annual Flat Track Celebrity Golf Tournament at the West Winds Golf Club in New Market, Maryland, on Friday, August 21. Roeder's team took the win by carding a 59, some 12 strokes under par on the 18-hole links. "I don't even know who the guys were that I was playing with, but they played like they were pros," Roeder said. "They only used two of my shots all day, and those were two putts." For his effort, Roeder received a trophy, a golf shirt and a Harley-Davidson watch. Roeder struggled in the race, however, as he finished third to Robert Lewis and Terry Poovey in the second semi.

Kevin Varnes, on the other hand, admitted that his team suffered at the fourth annual Flat Track Celebrity Golf Tournament, but he had an excuse. "The reason that we didn't do good is because my team was using *all* of my shots," Varnes said. Obviously, Varnes would gladly trade his finish in the golf tournament for his finish in the main event.

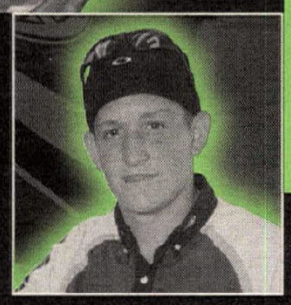
Pennsylvania GNC Expert **Rob Miller** was spotted at Hagerstown Speedway, as he took in his first Grand National since being seriously inured at the Parkersburg Half Mile earlier in the year. "I just came to watch," Miller said. "But I have been riding some again. I rode my motocross bike for the first time the other day, and I felt pretty good. And those tracks are as rough as anything we race on." Miller also said that while he has been away, he has opened up his own business. "We opened up a new skateboard shop in New Holland (in Pennsylvania), called Fictitious Sports," Miller said. "We looked around New Holland and said, 'Hey, there's a lot of empty buildings around here.' So far, we've been doing pretty well." Miller said that he will likely return to the series this season.

Steve Morehead, **Will Davis** and **Jay Springsteen** all took a turn riding Gary Stolzenburg's F&S Suzuki TL1000 dirt-tracker at Hagerstown, with radically mixed results. Morehead warmed up the bike by taking several practice laps while tagging along in an 883 practice session before turning the bike over to Davis, who also logged some time during 883 practice. Like Morehead, Davis appeared to be immediately fast on the machine, and he gave a positive report. "It's definitely got a lot of potential, that's for sure," Davis said. "It handles okay, which doesn't surprise me because the chassis is pretty much a copy of what we run now. But it's set up kind of soft. It has a lot of power." Springsteen took his ride just after the 883 main event, and he also appeared to be comfortable as he blasted around the track. But then it all went wrong, as the throttle stuck as he entered turn three. Springer laid the bike down but careened into the hay bales, severely tweaking his left hand. "I don't know, man," he said. "It's kind of a light switch, and it doesn't handle too good. The way that I feel about it is that if this is what we're going to run in 2000, that's when I'll quit."

"My bike worked really well today. I rode real strong, charged the whole way, I felt great."

— Jeff Emig, Team Kawasaki

Team Kawasaki



"At times, it got pretty exciting out there, but I'm real happy about the win."

— Ricky Carmichael, Team SplitFire/ ProCircuit/ 1-800-COLLECT/ Kawasaki

Team SplitFire/Pro Circuit/1-800-Collect/Kawasaki

TO MAKE THEIR POINT, SOMETIMES JEFF AND RICKY HAVE TO REPEAT THEMSELVES.

Round 10
AMA National Motocross Series
Spring Creek Motocross Park
Millville, Minnesota

They won here last year. They won here last weekend. Team Kawasaki's Jeff Emig and Team SplitFire/Pro Circuit/1-800-COLLECT/Kawasaki's Ricky Carmichael made a repeat performance to the crowds in Millville. Ricky took second in moto one, and first in moto two for the overall aboard his KX125. While Jeff grabbed the overall with 1-1 moto finishes in the 250cc class. Bottom line: if you want to win, ride a KX. How many times do we have to repeat ourselves?

Kawasaki MOTORSPORTS

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Always wear a helmet and appropriate apparel.

Renaissance movement

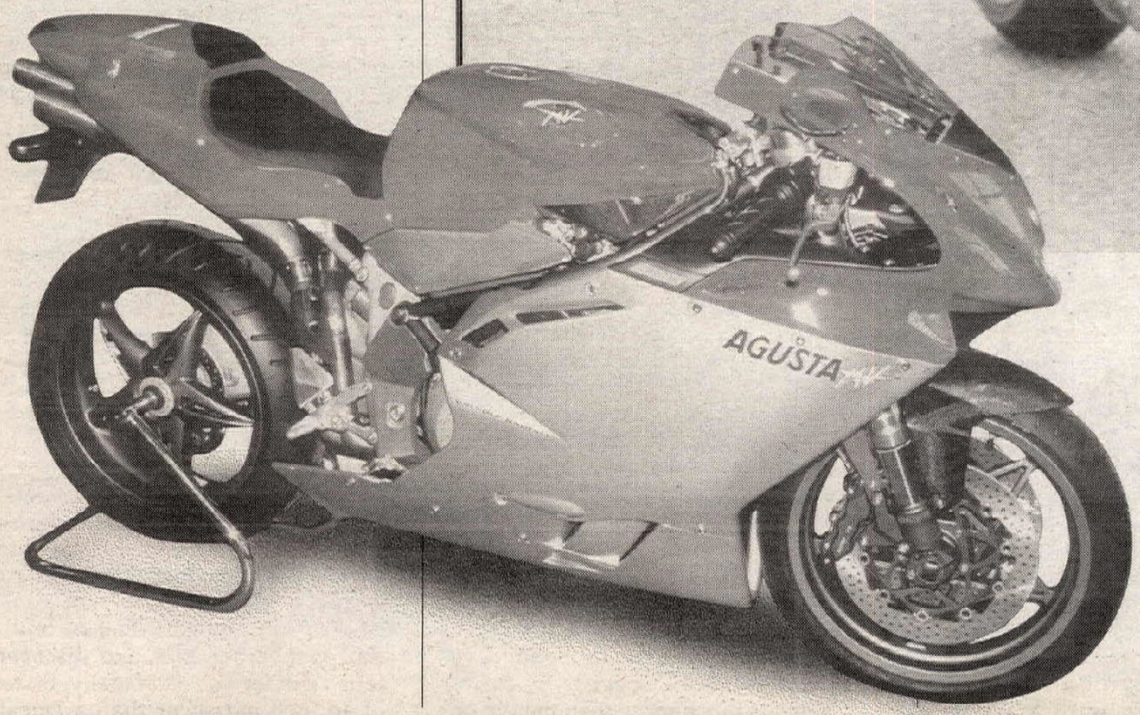
By Alan Cathcart
Photos by Kyoichi Nakamura

Ever since it was unveiled to an awestruck public at the Milan Show last September, the MV Agusta F4 has been the bike of the moment. No other prototype street bike - not even the 916 Ducati - has ever aroused such admiration, passion, expectation or lust on first showing as Massimo Tamburini's most recent work of two-wheeled art, the vehicle by which Cagiva boss Claudio Castiglioni plans to fulfill his and his brother Gianfranco's lifelong dream as hardened *tifosi* of Italy's motorcycling heritage: to revive the legendary MV Agusta marque.

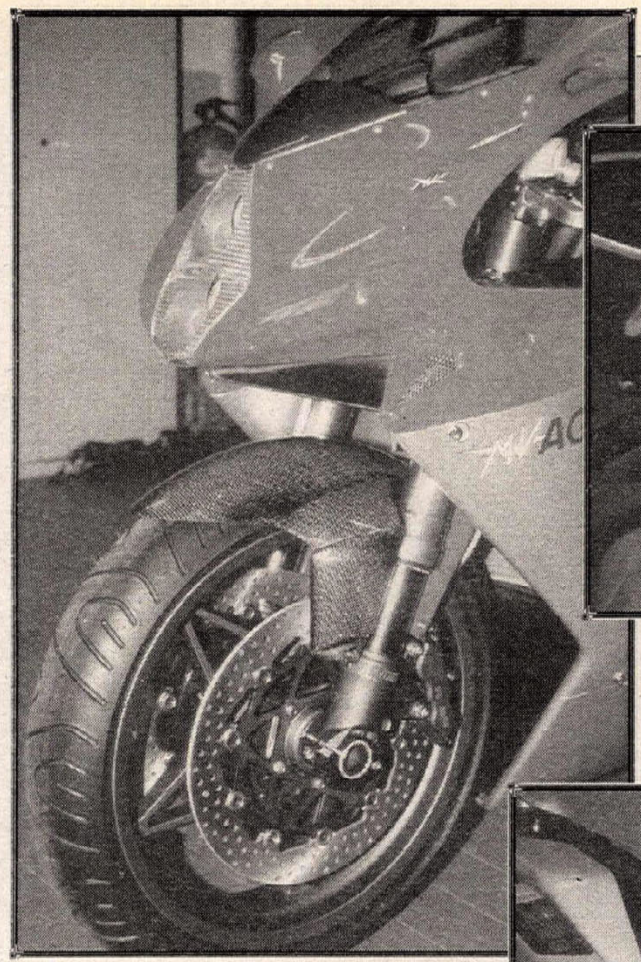
The combination of the MV badge adorning such a uniquely styled and radically engineered motorcycle creates an irresistible allure in its wake. But it's fair to say that, even badged as a Cagiva, this is a bike that would set the juices flowing and the heart beating faster, just by looking at it. No wonder Cagiva has a filing cabinet filled with the 7000 firm inquiries it has received for the 200 individually numbered, hand-built limited-edition bikes it plans to construct first, before putting the F4 into volume production at its new Cassinetta factory next year.

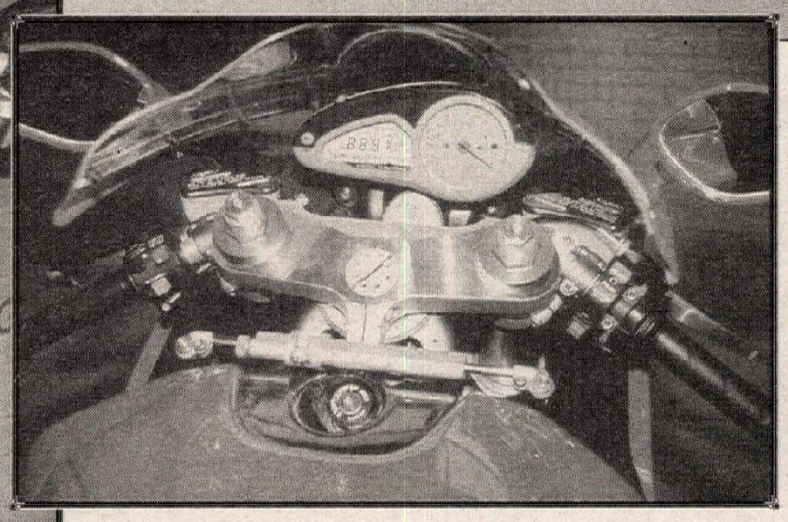
Yet, almost incredibly, it seems the very fact of the MV's existence has provided an excuse for tongues to begin wagging and rumors to start flying about Cagiva's long-term financial health, questioning its ability to make the dream come alive by putting the F4 into production.

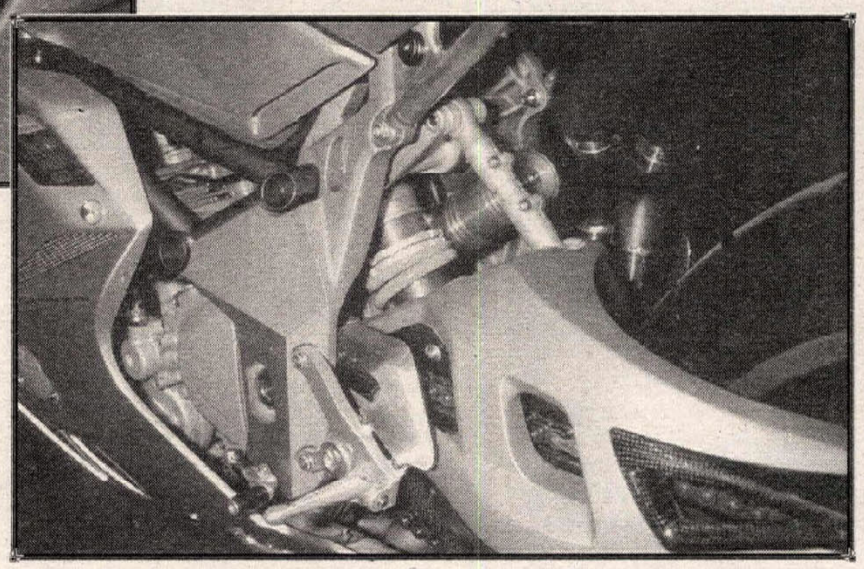
"It's almost as if some people are jealous of the MV," says Cagiva's PR boss, Martino Bianchi. "Even though we have one production line already in operation at Cassinetta, building Cucciolo scooters and the Gran Canyon 900, with a second about to start in September; even though demand for all Husqvarna models is through the roof, and we're maintaining full-time production all through August instead of closing the factory as usual for the summer holiday; even though we just won the World Enduro title with Husqvarna and look set to win the World 125cc MX Championship with (Alessio) Chiodi - there seems to be a conspiracy to speak

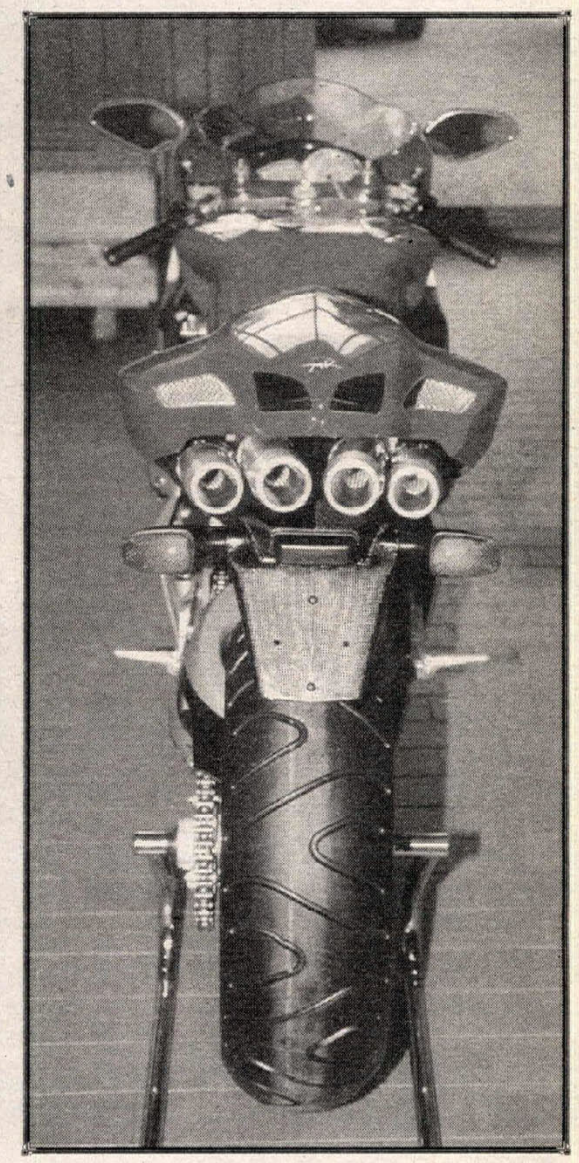


Massimo Tamburini puts his creation through its paces on the streets of Italy. The MV Agusta F4 is perhaps one of the most eagerly awaited production motorcycles ever.









The art of the F4 is apparent from every angle, from the unique front end design with stacked lights, the sleek and compact gauge package, and the quad exhausts to the absolutely exquisite swingarm casting.

ill of Cagiva, almost as if some people want to try to talk us out of business. But the fact is that this company is completely revitalized, has never been stronger financially, and is heading back to the sector-leading status in the Italian motorcycle industry that Cagiva occupied in the mid-1980s, before we rescued Ducati and had to devote so many resources - both human and financial - to turning it around."

While the conspiracy theory may be somewhat far-fetched, I've lost count of the number of people I've met in different countries in the past year since the F4's Milan debut who were eager to pour cold water on Cagiva's ability to bring the bike to market. Of course, it hasn't helped that, in typical Tamburini fashion, its creator has refused to sign the MV off as ready for production until he has refined every minor detail of its specification, including playing his own part in helping factory tester Fabrizio Latini and his colleagues clock up the miles on road and track aboard the four prototypes built so far. But this is all so that he can help ensure that dynamic expectations aroused by such an exquisitely styled sportbike are met in full - in other words, that beauty turns out to be no beast.

But the resultant delay in starting even hand-built production (and it's worth remembering that the 916 Ducati was late on parade as well - you can't rush genius) has provided ready ammunition for Cagiva's critics to claim that the cash crisis that afflicted the company and caused it to sell off a controlling interest in its Ducati subsidiary to TPG two years ago hasn't really gone away, and that even with the dough he got from TPG for 51 percent of Ducati, Claudio Castiglioni still can't afford to crank up production of the first of a new family of four-cylinder four-strokes, with the huge up-front capital investment that entails. Well, they would say that, wouldn't they - especially if the MV's arrival in volume production guise at what is set to be an ultra-competitive price of 35 million lire ($20,000) positions it as a potent threat to other sportbike lineups.

Anyway, quite apart from the fact that the universal acclaim for the F4, backed up by that cabinet full of inquiries from potential customers, will have banks falling over themselves to bankroll such a sure-fire commercial success (especially one bearing such a prestige brand name as MV Agusta), those eager to talk down Cagiva's financial strength will have received a rude setback with the July 31 revelation that TPG has acquired the balance of the Castiglionis' 49-percent shareholding in Ducati.

Though details of the transaction have not been announced, given the rumored $325 million TPG paid first time around for 51 percent of an effectively bankrupt operation, it's not unreasonable to speculate that for 49 percent of a flourishing company, they might have had to stump up the best part of $500 million in order to gain absolute control and remove the Cagiva conundrum from their flotation plans for Ducati.

Half a billion bucks will build you a bunch of bikes, and if Claudio Castiglioni ever did lack the financial muscle to kickstart MV Agusta production, he certainly has it now. Lots of it. This bike will happen - believe it.

What's more, I'm here to tell you that the MV Agusta F4 is everything all of us seduced by its looks both hoped and expected it would be on the road - because I've ridden it. And in real-world conditions out on the streets and highways of northern Italy, too, rather than within the artificial confines of an airfield or race track.

No, this isn't the first full test of Tamburini's four-cylinder work of art. That will come in time, whenever the artist is satisfied his creation needs no more retouching. But it *is* a hands-on progress report - and in being honored to be the first person outside the company allowed to ride the MV, I have at least the preliminary answer to the question on everyone's mind: Does it go as well as it looks?

To be honest, that was the last thing on my mind as I walked back to Cagiva's lakeside factory with Martino Bianchi earlier this summer, after a convivial lunch at the restaurant next door.

You see, I was still focused on the very different Cagiva product I'd been riding that morning: the 50cc Cucciolo big-wheel scooter that the company hopes will allow it to make up for lost time in the booming personal-transportation market. Just then, there was the toot of a horn - and Claudio Castiglioni's Lancia sedan glided into its parking space, and the occupant leaped from the driver's seat to embrace me in greeting.

"Alan," says the Cagiva boss, "I want you to do me a big favor. Would you be so good as to take the MV Agusta out for a ride, and tell me your honest impressions - as an experienced outsider would - of what we have achieved? Sorry - we aren't ready yet for the full test I know you're looking forward to, so no action photos! But I need to know: Are we on the right track?"

Picking myself up off the ground, I was already halfway to Mr. Hertz's rent-a-racer in search of my gear bag before Claudio changed his mind. Hey - he probably only means one lap of the lake, but even a 20-minute *Giro del Lago* will deliver some answers, right?

Well - yes, and no. Two hours later, after following Latini's fellow tester Paolo Bianchi (whom I last met on the race track at Monza, when I rode the works Gilera Supermono and had a racelong battle with him on the factory Cagiva!) on another test bike up hill and down dale, through city streets and along freeways, over twisting mountain passes and, yes, once around the lake, I had my answer: This is a motorcycle that is in every way as exceptional to ride as it is to look at. Tamburini has done it again, aided by the Varese engine-development team headed by the youthful Andrea Goggi.

Cagiva is much more than merely on the right track. It is about to deliver a benchmark bike that will set new handling standards for the four-cylinder class, as well as match the established expertise of Japan's manufacturers in terms of engine performance.

Here's why: Having seen the MV several times on the street, I was prepared for the fact that, in the real world, it seems lower, leaner and even more beautiful than on a show turntable. Much like seeing a TV celebrity or film star in the flesh - don't they always look smaller in real life than on the screen?) But sling a leg over this particular starlet, and be prepared for a surprise - what looks like a close-coupled racer-with-lights actually has a riding position tailored for the taller man - more Aprilia Mille than Ducati 916. The 31.1-inch seat height isn't exceptional by sportbike standards, but the footpegs don't feel too high in relation to the seat. The clip-on handlebars are fairly well dropped - Tamburini likes his riders to load up the front end with their body weight - but they aren't excessively low, and the riding position is actually quite spacious and comfortable for a 6-footer such as myself.

Moreover, you feel like you're part of the bike rather than parked atop it, in the way you are on a 916, and the MV's slanted screen gives quite good wind protection at high speed - not as good as the Aprilia RSV1000, but close.

Where the MV sets standards is in its handling: It's peerless. No four-cylinder street bike yet built - not even the R1, though I'll admit it's close - steers and handles like the F4. This bike achieves the improbable by seeming as nimble and eager to change direction as a V-twin.

Well - improbable, that is, until you start comparing data, and discover the four-cylinder MV is actually six-tenths of an inch narrower than a Ducati V-

twin, a fact which explains how the early F4 prototype aboard which Latini and Bianchi covered more than 30,000 miles in long-distance testing was disguised by the simple expedient of fitting it with 916 bodywork!

The result is a bike that seems very compact as well as quite low-slung, in spite of what must be the quite tall architecture of the radial-valve in-line four-cylinder motor, with the steep angle of downdraft of the Weber-Marelli fuel injection, and a conventional wet-sump design rather than the dry-sump option that, say, Aprilia has adopted on the RSV1000 to reduce engine height. But on the MV, you have no impression of bulk.

On the contrary, the bike seems so slim and narrow, it feels like a twin, thanks to the detail attention of Goggi's engine team in reducing width - hence the central cam chain, alternator mounted above the gearbox, and very compact cylinder block, in spite of the engine's ultrashort-stroke 73.8 x 43.8mm dimensions.

Cagiva has gone down the same track Yamaha did in producing the R1, but they've gone even closer to producing a four that handles like a twin. The payoff for all this is the way the F4 steers through turns just like a 250cc GP bike. It's so easy to flick from side to side, it seems more like a butch Supermono than a four-cylinder superbike.

Indeed, to begin with, I found myself oversteering into turns before I realized I had to decrease rider input and let the MV do the work. Then, when you do, it tips easily into a turn as if on rails - completely stable, yet light-steering and hyper-responsive. All you have to do is think where the apex is, and it'll read your mind. Magic.

Yet, thanks to the superior response of the Showa suspension package specially developed for the MV, that peerless handling won't be compromised if you hit a bump cranked over, run over ripples exiting a turn on the power, or trail-brake into a bend and find a junior mountain sprouting from the tarmac on the apex.

The MV just floats over bumps with amazing poise, delivers improbably good ride quality for a sportbike, and is remarkably stable around fast sweepers, thanks to a combination of optimum weight distribution and canny chassis geometry. The most I saw on the digital speedo was 135 mph, but part of this high-speed run involved a series of fast sweepers taken at over 125 mph. It was unbelievable how planted the MV felt in those turns, shrugging off bumps and ripples cranked over as if they didn't exist. Awesome.

The same word describes the Nissin brake cocktail, whose six-piston front calipers may be just a touch *too* good for the average road rider who's lucky enough to find himself riding an MV - at least in the rain. These have a very powerful response that is certainly effective but takes a bit of getting used to on the street. Modulation isn't very easy and really you just stop - hard. I got the back wheel about a foot in the air just by grabbing a big handful when an idiot van driver made a good stab at turning straight into my Paolo's path just in front of me. And while I've always admired the outright stopping ability of the Nissin 6P brake packages I've sampled on various works superbikes, I can understand how the more-progressive-action Brembos are more popular, because they are more responsive. Still, ain't nobody going to outbrake an MV Agusta F4 rider along Racer Road - in the dry, anyway....

The author sits atop the MV with Cagiva boss Claudio Castiglioni. Cathcart was allowed a two-hour street ride on the F4.

Okay, I know - so far all I've done is rave about the MV's handling. How about that radial-valve DOHC fuel-injected 750cc motor? This sounds a little loose - noisy, even - at low speeds when you fire it up, but that could be a function of the central cam chain or the primary drive, and once you gas it up a little, it smooths out. Rather to my surprise, the ultrashort-stroke configuration absolutely does not compromise low-down running. The MV pulls really sharply from low rpm, and it is very easy to ride in town or traffic.

Power delivery is pretty linear, but at 5000 rpm it really takes off, delivering vivid acceleration all the way to the 13,300-rpm rev-limiter (peak power of 130 bhp in present guise is delivered at 12,400 rpm).

As you can imagine, this huge powerband makes the MV really easy to ride - though I bet most owners will end up using more revs than really necessary, out of choice. How come? Because up until 9000 rpm, the MV sounds pretty much like any Japanese four-cylinder bike - but then it starts to sing, like the Italian soprano it really is! And that's with the homologated exhaust, not the aria delivered by the "track use only" semi-megaphone optional exhaust system that Latini had mounted on the bike the first time I saw (and heard!) it in action. *Bella musica...*

All right, but it can't be that perfect. Surely there must still be some room for improvement before production begins? Well, not much. My only major criticism of this development bike (apart from excessive heat coming out of the gap between chassis and fairing which toasts your knees even with leathers on, and an elusive neutral on what was apparently a brand-new gearbox - it still shifted sweetly, though, and ratios are well-chosen, if quite close together) is an abrupt response accelerating from a closed throttle. So if, for example, you brake deep into a tight turn, when you twist the wrist to start accelerating out, there's a jerky pickup that can unsettle the back end and even unhook the tire if you're leaned hard over.

It's more than the usual hypercrisp EFI throttle response, and more than likely it's a question of refining the mapping - but Andrea Goggi says Cagiva is working on it, and they already have a more progressive version under test. And, er - thassit! The MV Agusta F4 is not only beautiful, but extremely functional, too. It's also a bike whose effect on the public during my brief two-hour ride proved absolutely magical. True, this is Italy, the land of Ferrari and Alfa Romeo, Ducati and MV Agusta, where an awareness of the nation's motor-racing heritage and an appreciation of mechanical excellence is instilled at birth. It's in the blood. But still - I've spent almost two decades riding hundreds of different bikes around the streets of Italy, and I've never, ever encountered such a fervent response to what I was riding as I did on the MV. People see it parked at a traffic light, and smile. They point, wave or blow kisses at it, or raise their hands to clap a round of applause at the engineering *brio* which created this work of art.

Drivers see you coming in their rearview mirrors and practically crash into houses pulling over so they can get a better view as you pass them, or else creep ever closer to you at stop signs, hanging out of the window to get a better look. The MV Agusta F4 is the absolute number-one crowd-puller on two wheels - but also 100-percent satisfying to ride. For once, reality lives up to expectation: It really is as good in action as it looks it ought to be at rest.

Final conclusions? Well, let me own up first to being a staunch admirer of Claudio Castiglioni and his pivotal role in creating the current boom in Italian motorcycling, with six different manufacturers each developing avant-garde superbikes, underpinned by an evolutionary array of individual model ranges.

A decade ago, nobody in the Italian motorcycle industry thought big - in terms of big bikes, that is. Laverda was dead; ditto MV Agusta and Benelli; Aprilia was a tiny specialist builder of ring-ding 50s and 125s, as well as off-road bikes; and Moto Guzzi was a constant hostage to the vagaries of the de Tomaso empire. If not for Cagiva, Ducati today would be building diesel engines for trucks and 4 x 4s, rather than the line of desmo V- twin sportbikes that have won six World Superbike titles in the past eight years against the might of Japan Inc.

Believe me, Claudio is one of us - a hardened bike enthusiast who has devoted the major part of his business life to doing what all of us would dream of being able to do, given his position and financial resources: He has rescued Italy's quirkiest four-stroke manufacturer from oblivion, turned it around and made desmo engineering dominant in four-stroke racing's most prestigious arena. Now he's doing the same thing with the Ferrari of motorcycling, restoring the MV "fire engines" to their former position of prominence and, perhaps, race-track success.

He has restored Husqvarna's off-road supremacy, winning the World Open and (probably) 125cc MX titles as well as World Enduro crowns aplenty, all fuelling worldwide demand for the transplanted Swedish marque's products. And in addition to all this, he has revived his family Cagiva marque, which, while it may never again attain the early-'90s kudos of being the only European motorcycle to defeat the Japanese in 500cc GP racing (another dream that came true), has provided the basis on which the success of the other marques in the Cagiva family is based.

The bottom line to all this is that Claudio Castiglioni is an achiever, and one, moreover, with his heart in the right place. He's a biker, who just happens to own the factories that build the bikes he likes to ride. For whatever reason, he's been through a rough patch, and he's had to sell some of the family silver (in the form of Ducati) to survive. But give the guy a break - and believe in him, because its mainly thanks to Claudio that the Italian Renaissance is taking place on two wheels today, just as it did in the art world 600 years ago in medieval times. Massimo Tamburini is the Michelangelo of motorcycling, the MV Agusta F4 is his Sistine Chapel - and Claudio Castiglioni is the patron charged with making it all happen.

It will - and the moment the first F4 gets delivered to its lucky owner later this year, the goal posts of sportbiking will have been moved forever. It's that good a bike. CN

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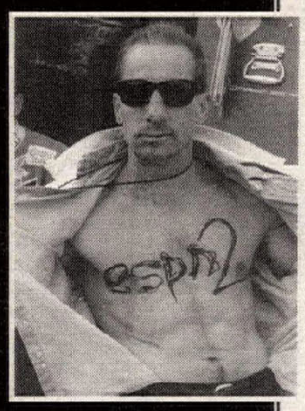
The AMA Motocross season comes to a climactic end in September. The 125cc Champion will be crowned after a hard fought season that has seen multiple winners and contenders for the crown. The 250cc Championship is even closer and will likely be decided in the final race of the season. Don't miss your chance to watch Motocross history as it happens.



MW2 Rev It Up is always about Jerry Bernardo isn't it? The show is always Jerry going off on some motor-sports adventure somewhere in the world to ride some great machine and hang with some racing hero. All season long Jerry has hung out with racers like Al Unser, Jr. or Kyle Petty, or raced with television stars like Grant Show from Melrose Place and movie stars like Jenny McCarthy. Jerry has quite the life doesn't he?

Well, this month we're not going to tell you what Jerry is up to, or what he'll be riding or who he'll be meeting. You'll just have to watch MW2 Rev It Up to find out. Hint, Jerry gets to ride some really cool machinery this time.

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HERE'S THE MENU:

Date	Eastern Time	Description
9/1/98	3:00 PM	Millville, MN Motocross (R)
9/2/98	3:30 AM	MotoWorld (R)
9/3/98	6:30 PM	MotoWorld
9/6/98	5:30 AM	MotoWorld (R)
9/6/98	4:00 PM	MotoWorld (R)
9/10/98	6:30 PM	MotoWorld
9/11/98	6:30 PM	MW2 Rev It Up
9/13/98	1:00 PM	MotoWorld (R)
9/16/98	3:30 AM	MotoWorld (R)
9/17/98	6:30 PM	MotoWorld
9/17/98	10:30 PM	Binghamton, NY Motocross
9/18/98	2:00 AM	MW2 Rev It Up (R)
9/18/98	6:30 PM	MW2 Rev It Up
9/20/98	10:00 AM	MotoWorld (R)
9/22/98	3:00 PM	Binghamton, NY Motocross (R)
9/23/98	3:30 AM	MotoWorld (R)
9/24/98	6:30 PM	MotoWorld
9/24/98	10:00 PM	Delmont, PA Motocross
9/25/98	3:30 AM	MW2 Rev It Up (R)
9/26/98	3:00 AM	Delmont, PA Motocross (R)
9/27/98	2:00 AM	MotoWorld (R)
9/30/98	3:30 AM	MotoWorld (R)

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

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MW2 REV IT UP

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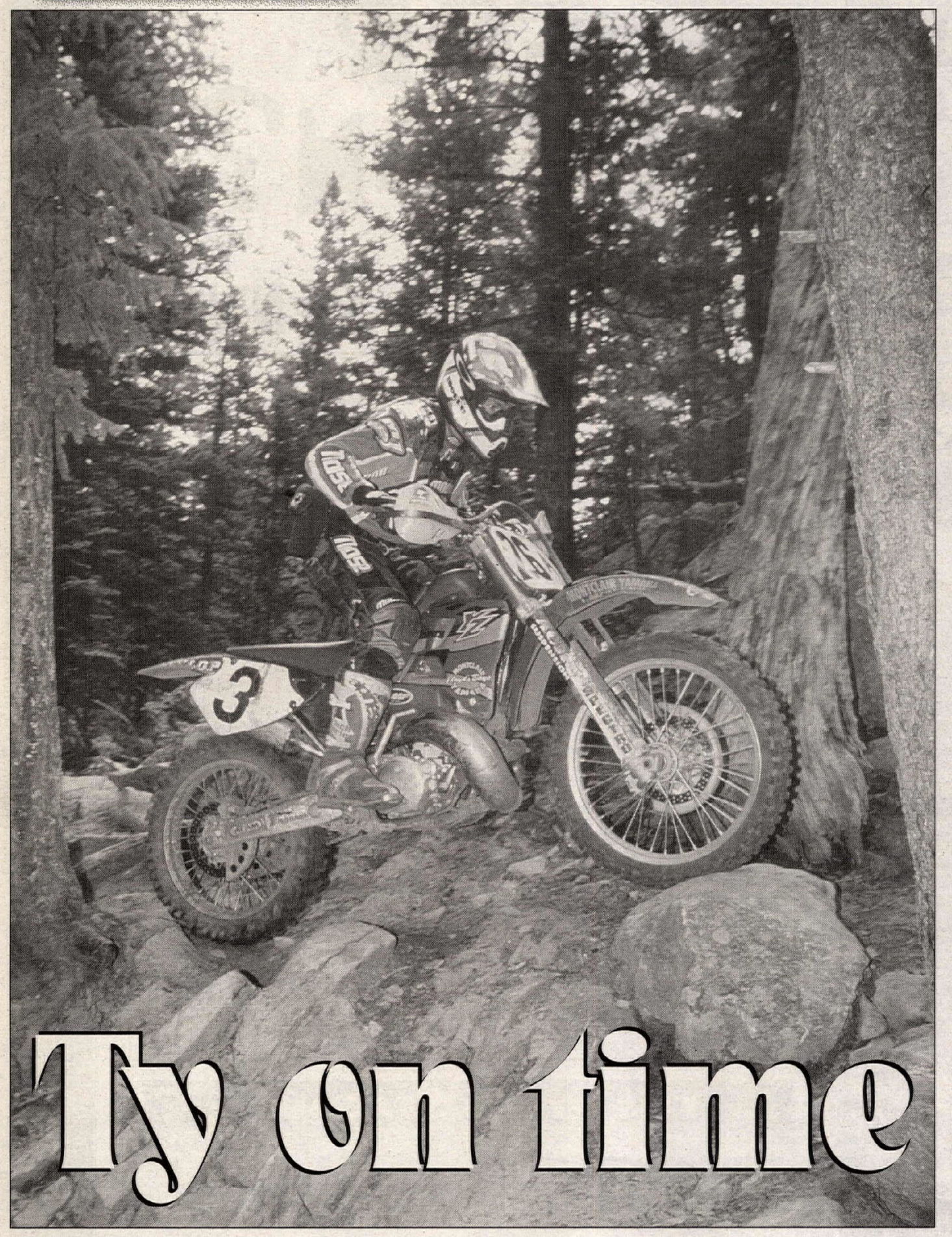
Round 9: Pikes Peak National Enduro



Ty on time

By Troy Raynor
Photos by Kinney Jones

DIVIDE, CO, AUG. 9

Ty Davis showed he had not forgotten his timekeeping skills as he rode a fast, hard race aboard his Montclair Yamaha YZ250 to capture the overall victory and National AA-class honors at the Pikes Peak National Enduro in the mountains just west of Colorado Springs. Although Mike Lafferty had already sewed up the National Enduro Championship at the previous round, many of the top National AA riders, including Lafferty, attended the 365-rider strong event. The Pikes Peak National Enduro was round nine of the Acerbis National Enduro Championship, as well as round 10 of the local Rocky Mountain Enduro Circuit (RMEC) Series. The Montclair Yamaha/Terrycable/Moose Offroad-backed Davis carded an impressive score of 11 en route to victory.

Riders were treated to some of the best trail conditions Mother Nature could provide, as just enough rain changed the normally slick and skatey trail surface to ultimate traction and zero dust. The local RMEC riders were all grins, as they knew what fun was in store as they lined up at the start at the Yogi Bear's Jellystone Park campground.

The Pikes Peak Enduro Club laid out a challenging 110-mile, three-loop course that started riders out on a 3-mile special test. The section was all tight, virgin single-track trail cut in by only a few pre-riders. With the 18-mph speed average, it had everyone hard on the gas and banging Bark Busters right off the start. The club had a reset at 3.0 miles, so conventional wisdom indicated there was likely a check-out located there, too. When riders broke through the trees at the 3-mile mark, however, all they found was a reset.

Ty Davis returned to the AMA/Acerbis National Enduro Series in Colorado and carded his second win of the series.

Riders were then arrowed down a gravel road connecting the next trail sections. These sections were fast and fun timekeeping trails that wound through miles of wide single-track over the mountains and valleys. The speed averages changed between 24 and 18 mph and kept the riders on the gas for 46 miles, but the riders still had to keep one eye on their computers, as they were scored through four checks along the way. All the National AA riders, including Davis, carded zeroes for the first loop. Check four was a surprise emergency check that had many riders scrubbing time as they "trialsed it" into the flags. (The Pikes Peak Enduro Club used a new electronic scan and bar-code scoring system, with great success.)

The second loop started off with a 30-mph section and an early check-in at the first possible. Then the riders followed arrows down a fast, long, steep, off-camber Jeep road that was like riding on marbles. Speed averages were bumped up to 36 mph and the first points of the enduro were taken away from the top riders at check six. Davis and fellow desert racer Destry Abbott both carded fours, with newly crowned National Enduro Champion Mike Lafferty carding a five. Right behind Lafferty were the remaining top contenders - Nick Pearson, Doug Blackwell and Patrick Garrahan - all carding sixes.

Many local riders recognized this section and knew they were headed for the dreaded South Platte River crossing. Fortunately, the depth was not as bad as have been rumored in the pits, and most of the bikes were *only* half-submerged. Trail boss Wayne Intermill was kind enough to put workers out in the middle of the 75-foot-long crossing to help out and show riders the line.

There was a lot going on at this part of the course, and this would be the turning point of the event, where Davis took command. Check six was at the near side of the river crossing, and check seven was on the far side. Right in the middle of the river was a 6-mile reset. Riders were behind schedule coming into check six but got back on time as they went through the reset while crossing the Platte. Many did not realize this until it was too late.

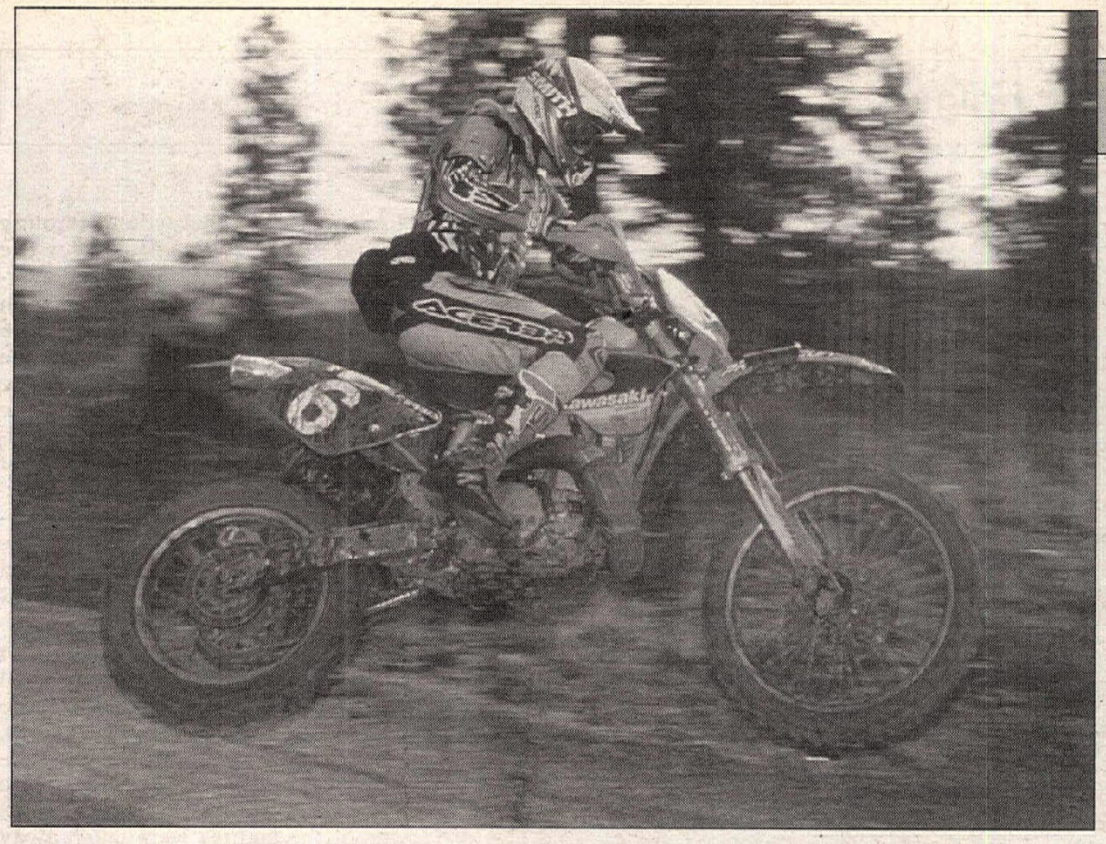
Check seven was just on the other side, in plain view, but was a known restart. None of the National AA riders were fooled, but several RMEC A-class riders were caught early. This check was followed by a 6-mph speed change for four-tenths, then back to 36 mph at the 80-mile mark. This is where Davis took advantage by virtue of some quick thinking and a little luck.

"Right after check seven, I forgot about the 6-mph section and just pinned it," Davis said. "I think Destry (Abbott), Nick (Pearson) and Doug (Blackwell) sort of got stumped by this and waited too long to get on it."

With this happening all at once, many of the other riders were in brain-overload mode and burned check seven. To top it off, Intermill threw in a hard-way/easy-way decision at the bottom of Widowmaker Hill. With more than 150 spectators cheering them on, most of the riders opted for the longer but easier way up the long climb. Kelby Pepper was the first rider to attempt and make the Widowmaker Hill. After Pepper showed the hot line, several National AA riders followed suit.

After the hill climb, more medium-tight trails continued taking time away with the 36-mph average, even though there were several fast Jeep road sections tied into the 10-mile test section.

At check eight, Davis was the only rider to zero the check, putting three



(Above left) Destry Abbott had a strong ride and finished second overall. (Above) Recently crowned enduro champ Mike Lafferty finished third overall. (Left) Nick Pearson took fourth overall and the Open A-class win. (Right) Doug Blackwell rounded out the top five overall.

points on Abbott and two points on Lafferty.

"This is where I won the race," Davis said. "Destry matched me point for point everywhere else except check eight."

Shortly after check eight, the riders were reset into gas two, where stories of the river crossing and hill climb could be heard as riders prepped for the next loop. Dennis Larratt swore he never saw the reset in the river and burned the check by three minutes.

"I was worried about getting across the river, and I guess I didn't see the sign," Larratt said. "When I got across, I glanced down at my computer and it said way late, so I gassed it into the check, and, to my surprise, I burned it by three minutes."

Loop three sent riders back out into the trees on a trail section known as the "New England" section.

Check nine was positioned at one of the first possibles going in and provided the expected check-in. Then it was tight and twisty - by Western standards - through the trees for the next several miles. The 30-mph speed average initially got the riders way behind schedule; however, the five or six miles of tight stuff opened up to 15 miles of fast fourth- and fifth-gear single-track, which allowed riders to whack open the throttles and start whittling down the late minutes. Check 10 stole away two minutes from both Davis and Abbott, with Lafferty and Pearson dropping three, while Blackwell, Garrahan and Pepper all lost four points each.

The club reset the riders back on time and motored them back down the gravel road and into the same 3-mile test section on which they had started, only this time through, it would be on the clock. The club stepped up the speed average to 60 mph to be sure to take away points.

Check 11 was a check-in to the section, then it was "WFO" through the last tight 3-mile special-test section. This time through was in the opposite direction of the morning loop and was significantly more ridden. The turns were well-bermed, and the dark loam and gravelly soil still had plenty of moisture remaining to keep the fun factor high. Davis, Abbott, Lafferty, Pearson, Blackwell, Garrahan and Pepper all went five through the section, but the tie-breaker seconds were the determining factor in this one. All told, Davis' big lead at check eight was too much to overcome, as he carded an 11-point final score. Finishing second overall was Kawasaki-mounted desert racer Abbott, who put in a solid ride, dropping 14 points, and he really would have given Davis a run for his money had it not been for one small mistake.

Third overall went to Lafferty, as he and his KTM lost just 15 points. Fourth-overall honors went to Pearson, losing 17 points. Fifth and sixth overall had to be decided by the tie breakers with scores of 18. The nod went to Blackwell on his Yamaha in front of Garrahan on his KTM. Three-way ties for seventh overall with 19s included Yamaha-mounted local RMEC rider Pepper, Stavish, and Kawasaki rider Scot Stretch. Their tie-breaker scores put them in seventh, eighth and ninth, respectively. Finishing out the top 10 was Russell Pearson on a 200cc KTM with a score of 20, which also earned him first place in the 200cc A class. Top RMEC rider Bryan Penney had a good ride on his KX with a score of 25 and a respectable 11th overall. Lisa Doris rode her KTM to the Ladies-class win.

Davis was all smiles at the finish.

"I've been concentrating on the Best in the Desert Series, and I haven't ridden a National Enduro since the first round," he said. "But I had fun out there. The club did a great job with the event." CN

Pikes Peak National Enduro
Divide, Colorado
Results: August 9, 1998 (Round 9 of 10)

O/A A: Ty Davis (Yam).
O/A B: Mike Doris (KTM).
O/A C: Ben Jansma (Yam).
AA: 1. Mike Lafferty (KTM); 2. Doug Blackwell (Yam); 3. Matt Stavish (Hon); 4. Scot Stretch (Kaw); 5. Scot Bright (Kaw).
200 A: 1. Russell Pearson (KTM); 2. Mart Geary (KTM); 3. Alex Dicharry (Hon); 4. Eric Griffith (Kaw); 5 Mike Sigety (G-G).
250 A: 1. Destry Abbott (Kaw); 2. Patrick Garrahan (KTM); 3. Kelby Pepper (Yam); 4. Bryan Penney (Kaw); 5. Benjamin Shafer (KTM).
OPEN A: 1. Nick Pearson (KTM); 2. Mark Hynes (KTM); 3. Paul Douglas (KTM); 4. Peter Zepeda (Hon).
SR A: 1. Troy Raynor (Yam); 2. Bruce Field (Hon); 3. Randy Walker (KTM); 4. Kenny Perkins (Yam); 5. Jary Penney (KTM).
4-STRK A: 1. Keith Allen (Yam); 2. Russell Pereira (Hon); 3. Jim Pearson (Hon); 4. Rodney Brown (Hbg); 5. David Pearson (Hon).
VET A: 1. Casey Colbert (Yam); 2. Jeff Kirchner (KTM); 3. Chris Oswald (Yam); 4. Dennis Larratt (Kaw); 5. Jay Hall (G-G).
200 B: 1. Josh Aumiller (KTM); 2. Mike Harvey (KTM); 3. Mike Decker (KTM); 4. Adam Griffith (KTM); 5. William Calhoun (Kaw).
250 B: 1. Dave Neumeister (Suz); 2. Greg Gitke (KTM); 3. Joshua Glenn (Hon); 4. Steve Urbanski (Yam); 5. Matt Glenn (Hon).
OPEN B: 1. Dan Morgan (ATK); 2. Tony Hildreth (KTM); 3. Erik Watson (Hon); 4. Jeff Porter (Kaw); 5. Thomas Abbott (Hon).
SR B: 1. Curt Larson (KTM); 2. Dennis Keyser (KTM); 3. Mike Fortman (Hon); 4. Dolph Montgomery (KTM); 5. David Schadle (Suz).
S/SR B: 1. Keith Ratcliff (Hon); 2. John Parker (KTM); 3. Roy Watson (KTM).
4-STRK B: 1. Paul Favret (Yam); 2. Scott Milsaps (Hon); 3. Mike Shirley (Kaw); 4. Steve Patton (Kaw); 5. Chris Corrigan (Hon).
VET B: 1. Mike Doris (KTM); 2. Steve Siler (KTM); 3. Greg Mace (KTM); 4. Eric Jordan (KTM); 5. Kent Harmon (Yam).
200 C: 1. Keith Wilson (Yam); 2. Topher Chandler (Suz); 3. Scott Bagwin (Kaw); 4. Todd Elfeld (Kaw); 5. Randy Feuerstein (KTM).
250 C: 1. Ben Jansma (Yam); 2. James Hendrickson (KTM); 3. Michael Pruitt (Suz); 4. Dan Doll (Kaw); 5. Don Wagner (KTM).
OPEN C: 1. David Jackson (Kaw); 2. Steve Wells (Yam); 3. John Walsh (KTM); 4. David Koscov (KTM); 5. Jason Eckhart (Kaw).
SR C: 1. Bruce Cummings (Yam); 2. Gary Duncan (Kaw); 3. David Midthun (KTM); 4. Mike Broad (Kaw); 5. Robert Hargrove (KTM).
4-STRK C: 1. Randy Triplett (Hon); 2. Steve Hilbert (Yam); 3. Chris Fisher (KTM); 4. Scott Hoffmeyer (Hon); 5. Rich Houde (Hon).
VET C: 1. Dan Dailey (Yam); 2. Tom Gale (KTM); 3. Keith Hill (KTM); 4. Barry Schafer (KTM); 5. Larry Feuerstein (Yam).
S/SR. C: 1. Charlie Burk (Yam); 2. Jim Maucker (Yam); 3. John Tobin (KTM); 4. Bill Moore (Kaw); 5. Rob Shirley (Kaw).
S/60: 1. Zahn Lewis (Kaw); 2. Wayne McFettridge (Kaw); 3. Marv Donaldson (Hon).
WMN: 1. Lisa Doris (KTM); 2. Nicole Bradford (KTM); 3. Gladys Limbaugh (Kaw); 4. Karol Hockensmith (KTM).

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES POINT STANDINGS (After 9 of 10 rounds): 1. Michael Lafferty (237/5); 2. Patrick Garrahan (118); 3. Randy Hawkins (117/1); 4. Doug Blackwell (112/1); 5. Matt Stavish (96); 6. Ty Davis (81/2); 7. Jason Dahners (70); 8. Destry Abbott (54); 9. Fred Hoess (50); 10. Robbie Jenks (40).

Upcoming Round:
Round 10 - Indian River, Michigan, August 23

Two Large and Toby gets his first

By David L. Patton Jr.
and Cheryl Shreiner

DANSVILLE, NY, AUG. 16

The 1998 Pro Hillclimb Series had its most bizarre weekend in years as the series traveled to Dansville for the seventh round. The Poags Hole Productions event proved to be the year's toughest hillclimb, leaving many riders struggling to get over the top.

By day's end, 16-year-old Toby Thompson had picked up his first career National victory over another rookie, Rich Scheurman, and Phil Libhart in the 540cc class. Points leader Paul Pinsonnault saw his chance for a sixth straight National Championship damaged by a fall and an out-of-bounds violation, dropping him down to second in the overall standings, seven points behind David Watson, who took fourth overall at Dansville. Another rookie, Mike Livingston, continues to improve at each hillclimb, and he took fifth overall, his best finish so far.

The 800cc class also had a wild afternoon. Only two riders made it over the top in the first round and Glen Petty Jr. - the points co-leader, with James Large - was the only 800 rider to stop the timers on both rides. Petty's sixth overall, however, dropped him five points behind defending champion Large.

Large claimed his second straight win and his third of the year ahead of 1995 champion Steve Dresser and 1997 runner-up Greg Williams. Mike DeBusk rolled his Kawasaki two-stroke triple to fourth overall ahead of 800cc Rookie of the Year points leader Harry Denham's career-best fifth overall.

540cc

For this hillclimb, the club modified their 500-foot hill. The changes made for one of the toughest hills in years. The younger of the Thompson Racing brothers, Toby, led off the day's racing. Toby had a good run going until he hit the next-to-last jump. The hill was very steep near the top, and when riders blasted through the flat spot at the 240-foot marker, they bottomed out. This led to a lot of bikes getting kicked up off the last two kickers and nose-diving into the face of the hill. Toby was the first to experience this, but many others would follow.

Terry Thompson, winner of three of the last four Nationals, followed Toby's 340-foot ride with a similar finish. Terry crashed hard, but he would put in a second ride.

Roger McNeely had problems keeping his Honda on two wheels and nearly stopped after the last jump, but he kept it moving for a time of 15.213 seconds as the first rider over the top; the ride would net him 10th overall.

Jack McCauley also got over the top. Then David Watson pulled the Mac's Cycle Supply/KAP Honda to the line. Watson got sideways right off the line but he double-clutched it to get it straightened out. He did a nice job on the kicker after the plateau; then he rolled over the last two jumps to set fast time for the 540cc class in round one with a blast of 13.768.

"I just tried to be conservative on the first one, to get up the hill," Watson said.

Three riders later, Tim Freidhoff put in a 14.117-second run to move into second. In all, only eight riders made it over the top in round one.

Toby Thompson's goal on his second attempt was "to just get over the hill." Toby's chance at a good run seemed slim, as his BSA was only running on one cylinder off the line.

"My bike cleaned out when I went over the first jumps and it bounced me up a little bit," he said.

Toby did a good job timing his shut-off points and keeping the bike straight, and he was rewarded with a run of 13.174 seconds - the fastest 540cc run of the day.

"I didn't really think my run was that fast - I thought I messed up a little," the 16-year-old said.

Terry Thompson again had problems at the last breaker and he crashed, aggravating the ankle injury he sustained on his first ride.

As Mike Livingston came to the line for his second ride, he really didn't know what to expect after his crash in round one.

"I kept watching other riders and saw how they handled it, and it worked for me," Livingston said.

Livingston took it easy over the jumps and really hooked up over the last jump for 14.032 and fifth overall.

Friedhoff's first run turned out to be his best time and he took seventh overall. Phil Libhart was looking for a good run after a tough first try.

"I had a good ride going and I knocked it out of gear," Libhart said. "We've moved the shifter for this ride."

Libhart got out of shape right from the start.

"I got air before the first big jump but it went okay," Libhart said. "Then my bars slipped down when I landed off the last jump."

The Howe's Triumph/Kreeger Pro Hillclimb team rider held it on for a 13.733 and third overall.

Rich Scheurman's first ride of the day ended 25 feet short of the lights but he made up for it on his second attempt.

"I got off the line good and tried to wheelie over the first two kickers but I cased it; then I held it wide open," Scheurman said. "I got squirrelly at the end and my foot slipped off the peg when I landed off the last jump."

Scheurman's RRP/76 Race Fuel Honda stopped the clocks at 13.448 for second place.

Paul Pinsonnault came to the line but his first ride ended in a low-speed step-off near the top. The five-time and defending 540cc champion needed a good ride to hold his points lead, so he tried to cool it and "trail-ride it up the hill." Things went well as he worked the left side of the hill, but as he neared the top, his ride turned sour.

"I got off my line and got caught in a rut and it took me left toward the markers," Pinsonnault said.

His rear wheel clipped the 400-foot marker but he made it up the hill to record the fastest 540 time of the day. Unfortunately, he was ruled out of bounds and he finished out of the points, dropping him in the overall standings.

Mike Templeton put in his best ride of the season for a run of 14.092 and sixth overall.

800cc

In the 800cc class, Russ VanderVeen had to miss his first ride, so Shayne Walter's Indian was the first big bike to challenge the hill. Walter's ride ended at the 225-foot mark. The key was to go fast enough over the jumps to have enough momentum to make it up the nearly vertical face near the top. But the 800s don't really respond well to abrupt throttle work, and the first round saw only Petty and Greg Williams make it all the way.

Williams' ride was the first 12-second run of the day.

"I ran toward the end of the class, so I got to watch everyone crash," Williams said. "I decided to play it cool, and I rolled the last jump and then ran up the hill. If you tried to force the issue here, you crashed."

Petty got over the top with a 13.947-second run to end the first round.

Starting the second round, VanderVeen, on the Southside Harley-

(Above) James Large carded his third 800cc-class win of the season with his victory on the tough Poags Hole hill. (Right) Toby Thompson, 16, took his first-ever win with his first-place run in the 540cc class.

Davidson/Buell XR750, had a good run going until the next-to-last kicker, when it pitched him off. He went far enough to take 10th overall.

The hill continued to frustrate the competitors, but then Harry Denham pulled his Southside Harley-Davidson/Buell-backed bike to the line. Denham took it easy through the bottom section and over the last two kickers, and then he gave it all it had at the top.

"Man, that bike ran good! The last 200 feet, it felt great," Denham said. "The guys at the shop worked all week to find a magneto problem, and the bike is running perfect now."

His 13.892 took fifth overall - his best professional ride ever.

Reiser Cycle/KK Motorcycle Supply/White Brothers-backed Large was up next, and he was looking for the win.

"My first ride, I busted my butt," Large said. "Tom (Reiser) and Michael changed the gearing and stiffened the suspension for this run."

Large kept it under control and landed straight off the critical next-to-last breaker; then he rolled the last kicker and ripped through the lights with a 12.101-second run and his second straight win.

Thompson Racing's Steve Dresser, from nearby Arkport, New York, had a good first run going when he lost his chain over the last jump. After they fixed the loose swingarm bearings, Dresser returned for his second ride, and despite getting a little wild, held on with a solid run.

"Everyone tried to ride through the jumps, but I was going too fast and got out of shape," Dresser said. "I held it on and saved it, and I didn't back off over the big kickers."

His 12.739 edged Williams for second.

Dr. Bob's Racing rider Mike DeBusk came off the line strong and worked his Kawasaki two-stroke triple at three-quarter throttle through the kickers to take fourth place with a time of 13.421.

Williams was the last rider to challenge the hill, but he got sideways over the last jump and nose-dived into the hill. His first ride was good for third overall, while Large had the overall win and the points lead. CN

Poags Hole
Dansville, New York
Results: August 16, 1998 (Round 7 of 12)

540: 1. Toby Thompson (BSA); 2. Rich Scheurman (Hon); 3. Phil Libhart (Tri); 4. David Watson (Hon); 5. Michael Livingston (Hon); 6. Mike Templeton (Yam); 7. Tim Friedhoff (Hon); 8. Charles Roberts (Kaw); 9. Chris VanHyning (Tri); 10. Roger McNeely (Hon); 11. Tim Frazier (BSA); 12. Ted Wilkins (Rtx); 13. Harry Schreiber Jr. (Hon); 14. Jack McAuley (Hon); 15. Cathy Templeton (Kaw).

AMA 540cc NATIONAL HILLCLIMB C'SHIP SERIES POINT STANDINGS (After 7 of 12 rounds): 1. David Watson (81); 2. Paul Pinsonnault (74); 3. Phil Libhart (73/1 win); 4. Ted Wilkins (70/2); 5. Terry Thompson (68/3); 6. (TIE) Tim Frazier/John Hamilton Jr. (50); 8. Scott McNeely (49); 9. Mike Pulver (29); 10. Harry Schreiber Jr. (27); 11. Chad Disbennett (26); 12. Toby Thompson (1)/Wes McCoy (25); 14. Tim Freidhoff (24); 15. (TIE) Rich Scheurman/Mike Livingston (20); 17. Jeremy Thomas (19); 18. (TIE) James Zucco/Mike Templeton (18); 20. Charles Roberts (12).

800: 1. James Large (H-D); 2. Steven Dresser (H-D); 3. Greg Williams (H-D); 4. Mike Debusk (Kaw); 5. Harry Denham (Kaw); 6. Glen Petty Jr. (H-D); 7. Paul Zander (BSA); 8. Robert Templeton (H-D); 9. Rodney Smith (Yam); 10. Russ VanderVeen (H-D); 11. Mark Swem (BSA); 12. Mark Bofton (Nor); 13. Walter Herrick (Kaw); 14. Shayne Walters (Ind).

AMA 800cc NATIONAL HILLCLIMB C'SHIP SERIES POINT STANDINGS (After 7 of 12 rounds): 1. James Large (93/3 wins); 2. Glen Petty Jr. (88); 3. Steve Dresser (65/1); 4. (TIE) Robert Templeton/Mike DeBusk (62); 6. Lou Gerencer (52); 7. Russ VanderVeen (42); 8. Paul Zander (41/1); 9. Greg Williams (40/1); 10. Robert Shreiner (38); 11. (TIE) Harry Denham/Willie Price (1)/Rodney Williams (35); 14. Jeff Thomas (27); 15. Rodney Smith (24); 16. (TIE) Robert Castledine/Mark Swem (18); 18. Jason Petty (12); 19. Wallace Fowler (10); 20. Chris Brown (6).

Upcoming Rounds:
Round 8 - Laurelville, Ohio, August 23
Round 9 - Steel City, Pennsylvania, September 13

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Round 13: Op de Keiheuvel

Everts ever after

By Alex Hodgkinson

BALEN-MOL, BELGIUM, AUG. 16

Stefan Everts demoralized all opposition - even series rival Sebastien Tortelli - in front of his home crowd at the sandy circuit of the Keiheuvel at Balen-Mol in Belgium. He registered the 41st GP victory of his career and turned a four-point deficit into an eight-point lead in the World 250cc series with three rounds left to go.

Guest rider Joel Smets, the 500cc World champ, only took two seventh-place finishes but proved he was as fast in sand as anyone else in the 250cc class.

Tallon Vohland bounced back from yet more bodily battering in race one to maintain sixth place in the standings with a rousing fourth place in moto two.

The first moto was a stroll in the park for Everts. He gated second and took the lead at turn two when Mickael Maschio went down. The chaos caused by the Frenchman plus the undisputed dominance in deep sand of Everts meant that the champion led by *15 seconds* after just a single lap.

His final winning margin was nearly a minute, but it could have been much more.

"I just rode an easy pace right from the start when I had a big lead, and I didn't take any risks at all with lapped riders," Everts said. "I knew I had a big lead and could afford to wait for the chance to pass them all at places where I didn't need to get too close."

In the final four laps, Everts had throttled back even more, not wanting to lap his friend, Smets. The 500cc Champion was in seventh place in a magnificent first, and possibly only, 250cc GP ride after he had fallen alone at the first corner. Even that was not the end, as he collided with KTM teammate Miska Aaltonen halfway around the lap and appeared down in 17th place on lap one.

The moto win also handed the championship points lead back to Everts as

(Above) Tallon Vohland (6) grabs the holeshot in the second 250cc moto at the Belgian GP. (Right) Stefan Everts moved back into the series points lead with a double victory.

Briefly...

Stefan Everts has now appealed his disqualification from the second moto of the Brazilian GP. Manager Dave Grant said that his lawyers have submitted a petition claiming that Everts was disqualified under the wrong ruling, and he was hopeful of regaining 13 points (Everts crossed the line fourth). He also said that they did not feel that an alternative two-minute penalty could be imposed; such a penalty would make Everts 15th in the moto.

Team L&M/Radson officially announced in Belgium what everyone knew the previous week, namely that Stefan Everts and Frederic Bolley will ride Honda next year. Manager Dave Grant confirmed that the new contract is for two years and that team member number three Mark Eastwood will be the official HRC test rider for the kit bikes.

With **Sebastien Tortelli** off to American Honda (a two-year deal), the next key in the transfer puzzle is **Pit Beirer**. "Paul Kasper (Beirer's manager) is in Rome this weekend for talks with Honda officials," Beirer said. "I should know early next week what I will be riding next year." Beirer has given an ultimatum to Team Pamo that he will only stay with Honda if he gets identical machinery to Everts - "The same Hondas or none," he said. If that cannot be guaranteed, then he will sign for Kawasaki Europe.

With Yves Demaria due to be released at the end of the year, Kawasaki manager Jan De Groot's other target is **Marnicq Bervoets**. The Belgian is also being chased by KTM but could be forced to stay with Suzuki. Suzuki team manager Sylvain Geboers said, "I have an option on Marnicq." Bervoets was remaining diplomatically noncommittal in public, but it is known that he does not want to stay on at Suzuki, which is hardly surprising, as Geboers has spent all summer chasing every other top rider as a replacement for his current number-one rider - not exactly a situation which can infuse Bervoets with confidence.

Werner Dewit, who hopes to have the cast removed from his right ankle this week, has already been told his Suzuki contract will not be renewed and was keen to test KTM. **Jocke Karlsson** is another on the short list of KTM manager Kees Van der Ven. It had been expected that the Swede would have tested the Austrian marque last week, but Joel Smets needed both spare bikes for practice.

Tallon Vohland has not been made any offer by Yamaha, but he is a potential signing for either Suzuki or Kawasaki. His asking price is considered a little high by the teams, however.

Yves Demaria, a spectator in Mol after suffering "a whiplash to his neck," is on the market, but he is not at the top of anyone's shopping list, except for perhaps the Belgian Wirtz team. If they get Demaria, the team would then probably switch to the 250cc GPs on Hondas from the national importer. Another name linked to Team Wirtz is **Brian Jorgensen**.

Yamaha manager **Michele Rinaldi** said that Yamaha should know within the next two weeks who will ride in which class, and whether or not Yamaha wishes Rinaldi to prepare engines for the 125 and 250cc classes. **David Vuillemin** is the key man. If he decides to go to the 250cc class - for one year, before going to America - then Yamaha France will probably team him up with **Mickael Maschio**. It is possible that Claudio Federici will switch with one of the Italian teams in an operation controlled by importers Belgarda, leaving Carl Nunn and Erik Camerlengo to head the Yamaha assault in the 125s.

Over at KTM, the next Kiwi connection could be **Josh Coppins**, who might pilot the new 125.

Tallon Vohland will have an operation to remove the pin that has been in his right shoulder for several years after the Saporiti Fast Cross at Arsago Seprio next month, but he will not contest the World Championship SX races. "They don't pay any appearance money, according to the FIM," Vohland said, "though I don't believe manager Dave Stephenson would let Jeremy McGrath go to Paris for nothing. I will be doing a few smaller races where they pay, such as Bologna and Antwerpen."

Winfield Suzuki's plans to bring over 16-year-old **Chad Reed** from Australia for the Mol GP were spoiled when he broke a leg two weeks earlier. The injury has also temporarily halted negotiations to incorporate him in Winfield GP plans for 1999.

Joel Smets evaluated his first shot at 250cc racing on Saturday. "I think I might have been a little faster if the race had been at a place like Lommel," he said. "The turns there are all fast and you can keep the gas on, but here there are many sharper corners where you need to be in the right gear. I just don't have enough time on the bike to be confident of shifting at the right time, and a single slight mistake here can lose you a couple of seconds." In general, the 500cc champ did not disgrace himself on the KTM. "Perhaps the biggest problem will come when I get back on my Husaberg next week and have all of that power again," Smets said. After following both title contenders in practice, Smets commented, "I think Stefan is the more talented rider - certainly he has the more technical style - but Tortelli is incredibly strong."

Jacky Martens did not ride the new 250cc **Husqvarna** after all. "It's still in Italy," Martens said. "There has been a slight delay." Martens has now been confirmed to run the Husky 500cc GP team again, with Bernd Eckenbach already certain, but Darryll King has not yet signed again.

Jochen Jasinski will probably ride the factory YZM400F of Andrea Bartolini at the 500cc GP finale in Germany as support to Peter Johansson. Yamaha is currently eight points behind Husaberg in the manufacturers' championship.

There have been 125/250cc GP doubleheaders, but the first 250/500cc combo could happen next year. Hoping to make the coup is a consortium, and the venue would be Bockholtz in Luxembourg on the second weekend of August. The track also hopes to host the Motocross des Nations in 2002. The rundown for the next few Nations after this year's event at Foxhill in England looks like it will be: 1999 - Belo Horizonte, Brazil; 2000 - Saint Jean D'Angely, France; 2001 - Teutschenthal, Germany; and 2002 - Bockholtz, Luxembourg.

Tortelli came home only fifth. The Frenchman had not started well and was eighth on lap one. Fifth on lap three, Tortelli fell and lost four places. After half an hour, he was on the rear wheel of Pit Beirer for fourth, with Marnicq Bervoets not much further ahead, but fell again. Despite catching them again on the last lap, Tortelli remained fifth.

Frederic Bolley was already second on lap two and completed a 1-2 for the L&M/Radson team.

"I guess I learned a lot from riding with Stefan this week," Bolley said. "I rode smoothly and had no problems."

Vohland had run straight into teammate Maschio at turn two but advanced from a first-lap 24th to 18th before colliding with Mark Eastwood.

"Then I crashed one more time and sprained my left wrist," Vohland said.

Once again, there was no stopping Everts in race two, but what an effort by Smets! The 500cc champ gated second and stayed there for 30 minutes, even repulsing a midrace challenge from Tortelli; then disaster struck, as the bike suffered a partial seizure.

"I was trying to ride the outside of the berms in fourth gear, but I wasn't getting enough rpm, and it just died on me," Tortelli said. "I stayed in third gear after I got going again."

Smets could have been sixth after repassing Leon Giesbers on the last lap but, not wishing to take points from his teammate for the day, pulled over in the final turn to let the Dutchman back through.

Tortelli gratefully inherited second and thus restricted his further losses on Everts to three points, while Bolley again made the podium despite a crash in a deep berm after 25 minutes. Ironically, it was the innocent Bervoets who suffered most. The Suzuki rider had closed down the Frenchman, had to change direction at the last moment to avoid a collision, and went down himself - a fall which dropped him to 13th before he recovered to a final ninth.

Vohland was much happier this time.

"The wrist wasn't too much of a problem," he said. "I got hit on my left eye and my right bicep muscle at the start of race one, and they hurt most. I was able to concentrate on my own race most of the time, though."

He finished a close fourth to Bolley. CN

Op de Keiheuvel
Balen-Mol, Belgium
Results: August 16, 1998 (Round 13 of 16)

MOTO 1: 1. Stefan Everts (Hon); 2. Frederic Bolley (Hon); 3. Marnicq Bervoets (Suz); 4. Pit Beirer (Hon); 5. Sebastien Tortelli (Kaw); 6. Leon Giesbers (KTM); 7. Joel Smets (KTM); 8. Marko Kovalainen (Hon); 9. Miska Aaltonen (KTM); 10. Paul Cooper (Kaw); 11. Marco Stallmann (Hon); 12. Remy Van Rees (Kaw); 13. Jocke Karlsson (Hon); 14. Joakim Eliasson (Yam); 15. Peter Iven (Kaw).

MOTO 2: 1. Stefan Everts (Hon); 2. Sebastien Tortelli (Kaw); 3. Frederic Bolley (Hon); 4. Tallon Vohland (Yam); 5. Pit Beirer (Hon); 6. Leon Giesbers (KTM); 7. Joel Smets (KTM); 8. Jocke Karlsson (Hon); 9. Marnicq Bervoets (Suz); 10. Anton Van der Wetering (Hon); 11. Josh Coppins (Suz); 12. Marko Kovalainen (Hon); 13. Remy Van Rees (Kaw); 14. Paul Cooper (Kaw); 15. Peter Nijs (Hon).

O/A: 1. Stefan Everts (Hon); 2. Frederic Bolley (Hon); 3. Sebastien Tortelli (Kaw); 4. Pit Beirer (Hon); 5. Marnicq Bervoets (Suz); 6. Leon Giesers (KTM); 7. Joel Smets (KTM); 8. Tallon Vohland (Yam); 9. Marko Kovalainen (Hon); 10. Jocke Karlsson (Hon).

FIM WORLD CHAMPIONSHIP 250cc MX SERIES POINTS STANDINGS (After 13 of 16 rounds): 1. Stefan Everts (457/7 wins); 2. Sebastien Tortelli (449/5); 3. Pit Beirer (314/1); 4. Frederic Bolley (264); 5. Marnicq Bervoets (229); 6. Tallon Vohland (214); 7. Jocke Karlsson (191); 8. Mickael Maschio (175); 9. Leon Giesbers (138); 10. Yves Demaria (117); 11. Paul Cooper (101); 12. Peter Iven (87); 13. Werner Dewit (86); 14. Josh Coppins (80); 15. Justin Morris (73); 16. Jaimy Scevenels (67); 17. Mark Eastwood (65); 18. Miska Aaltonen (46); 19. Pierrick Paget (32); 20. Francisco Javier Garcia Vico (30).

Upcoming Rounds:
Round 14 - Gdynia, Poland, August 30
Round 15 - Roggenburg, Switzerland, September 6

PROGRAM SCHEDULE

DATE	TIME	PROGRAM	NETWORK
Sun. 8/30	1pm local	World GP #2 - Brno, Czech Republic	FOX SPORTS NET
Sun. 8/30	5pm est.	Canadian Motocross - Walton	SPEEDVISION
Sun. 8/30	10pm est.	FIM World Superbike - Spielberg, Austria	SPEEDVISION
Tue. 9/1	7pm est.	Bike Week	SPEEDVISION
Tue. 9/1	9pm est.	Canadian Superbike - St. Felician	SPEEDVISION

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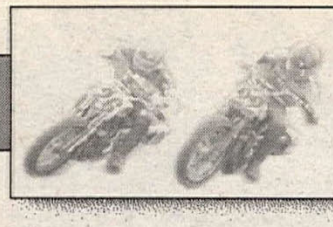
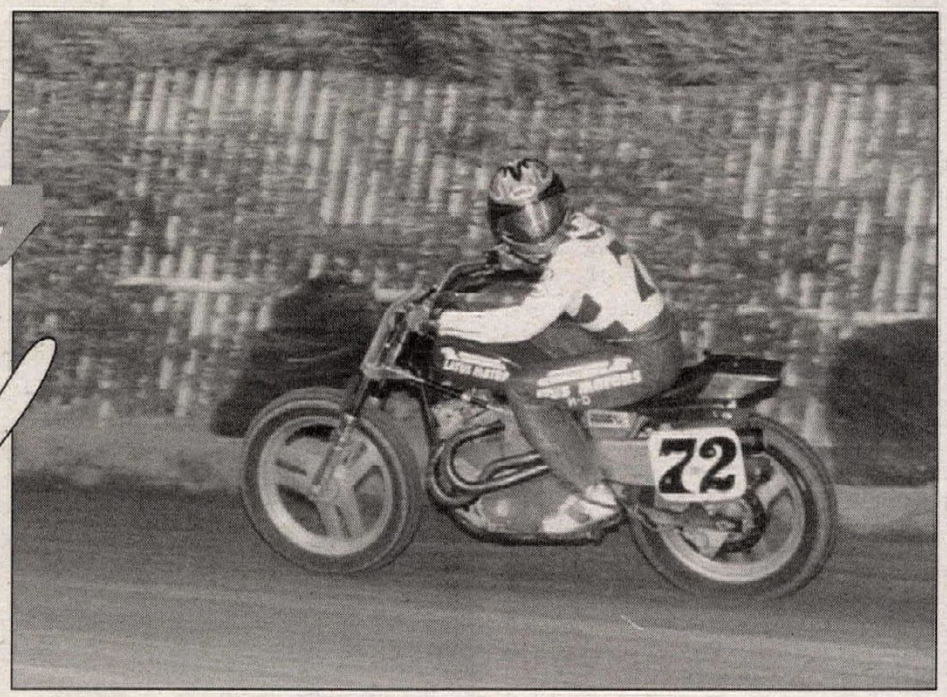


DIRT TRACK
AMA NATIONAL HOT SHOE SERIES

Round 8: Spokane Play Fair Race Track

Liberty, Pauley *prevail*



(Above) Just checkin': Eventual 750cc winner Steve Liberty steals a glance back to find Lonnie Kopp at the Spokane Hot Shoe National. Liberty won the main event, beating Kopp by a wheel at the finish. (Left) Lonnie Pauley (center) is closing in on the AMA 600cc Hot Shoe National Championship. Pauley ran away from runner-up Jeff Annen (left) and third-placed Paul Iwanaga (right) in the 600cc Expert feature.

By Clay Light

SPOKANE, WA, AUG. 15

Northwest fast guns Steve Liberty and Lonny Kopp staged a wheel-to-wheel shootout in the 12-lap 750cc Expert main event on the Play Fair Race Track in downtown Spokane, and when the dust and smoke had cleared, it was Idaho's Liberty winning by half a wheel at the Spokane round of the AMA National Hot Shoe Series.

For his win on the sandy, cushioned five-eighths-mile track, Liberty took home $1175 from the purse, while Kopp, the second-place finisher, won $790. Rounding out the podium positions in the 750cc final was National number 35 Eli Price, who netted $495 for third place.

Lonnie Pauley scored a decisive, runaway win in the 600cc Expert main event, followed by Northwesterner Jeff Annen and National number 14, Paul Iwanaga, who made a late-race drive past last year's 600cc winner, Steve Mayfield, to land the last spot on the rostrum.

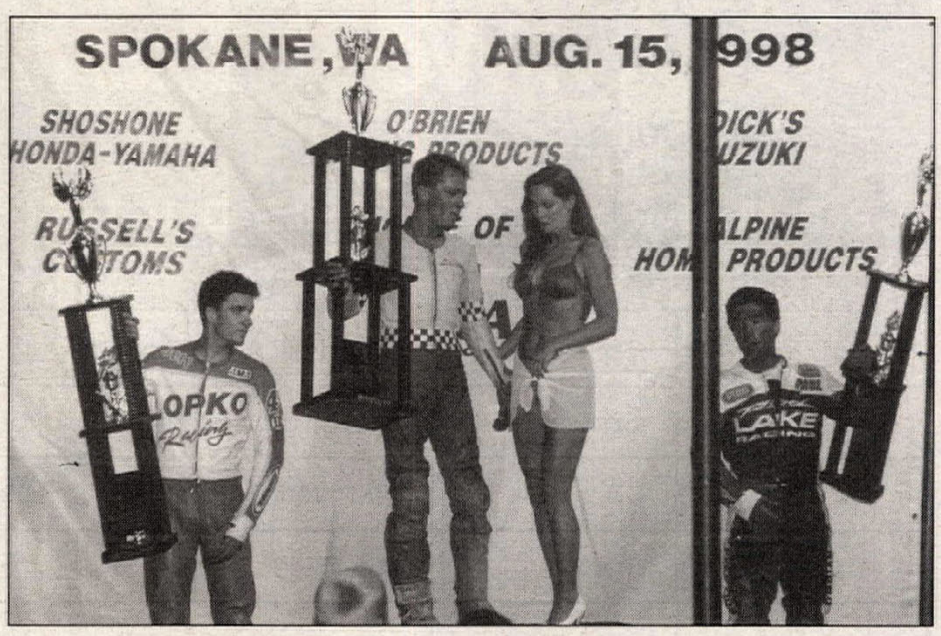
A pair of 16-year-old ex-minicycle champions, Toby Jorgensen and Kurt Hawk, led the way in the 600cc Pro-Sport final, but it was the multi-time National Amateur Champion, Jorgensen, who broke away from Hawk to score an impressive victory. Third place went to Tony Souza.

Sixty riders - 28 600cc Pro-Sport, 24 600cc Expert and eight 750cc Expert contestants - were on hand for the second-year event, coming from as far away as Wyoming and Southern California to ride one of the Northwest's premier half mile tracks as well as pay homage to the late Andy Tresser, who scored what would be his final National victory at last year's event.

QUALIFYING

In an unusual twist, all riders would get only one shot at a berth to the National in their respective classes, as it was decided to take the top three riders of the heat races in the 600cc Expert and 600cc Pro-Sport classes. All of the 750cc Experts on hand, though, would make the National grid, due to the somewhat low numbers.

Mayfield pushed his National number-38-plated Rotax to the head of the field for a heat one win - the fastest of the evening - followed by rookie Expert Todd Somers (who was making his National debut) and Steve Smith. With the win, Mayfield earned the pole position for the final.



Iwanaga and Annen spent the entire second heat race in a heated squabble for supremacy, with the battle falling in Iwanaga's favor at the finish, while Annen finished a close second. The battle for the third ticket to the final went to the wire. Jerry Southworth and Jack Darling slugged it out, with Darling, who prior to this evening had never ridden a Rotax, using the unfamiliar machine to take the transfer.

Despite a blubbering motor, Pauley overtook early leader Chris Fitzhugh to win the third heat, finishing ahead of Fitzhugh and Californian Randy Bereman.

Californian John Grant, at 45 the oldest rider in the field, was also aboard the oldest machine on the starting grid, but he made short work of the fourth and final heat race. The veteran rider lined up against some heavy hitters on the front row in the final, followed by second-year Expert Christian Vernon and Eric Rickman.

Two 750cc Expert heat races organized the field for their main event. Kopp scored a runaway win in the first heat race, beating National number 13, Mickey Fay (who was riding an ex-Chance Darling Honda RS750), fellow TT specialist J.P Simonsen and National number 50, Trapper McDaniel.

In a similar fashion to Kopp's heat-one win, Liberty breezed to the heat-two victory, where he beat a surprisingly fast Price and Richard Wall, who was aboard a somewhat older but no less competitive Triumph. Mike Inderbitzin, the eighth contestant in the class, dropped out with engine failure, ending the evening in frustration for the National number 78 plate holder.

Jorgensen beat Hawk to win the first 600cc Pro-Sport qualifier, while Tom Sherman showed Jim Monagen the fast way around in heat two. The final two heat races were won by Todd Hagmann and Souza, who was riding high on the crest of an impressive two weeks of competition that had started off in Sturgis, South Dakota.

DASH FOR CASH

The four 600cc Expert heat-race winners - Hayfield, Pauley, Iwanaga and Grant - lined up for what was a four-lap battle for the top prize of $500, but it was a two-man show, between Mayfield and Pauley. Both riders utilized different lines - Pauley chose the high line while Mayfield rode low - but it was Pauley's line that worked the best, as he got to the line ahead of Mayfield, Iwanaga and Grant.

Fay put his unfamiliar RS750 out in front of the 750cc Expert Dash, followed by Kopp, Liberty and Price, but the two 750cc veterans were quick to relegate Fay, best known for his TT prowess, to third. Kopp scored a narrow win ahead of Liberty, while Price dumped Fay back a notch to fourth at the finish.

MAINS

Jorgensen, riding a Rod Lake/Idemitsu/Circle F-backed Rotax, was the pole sitter for the 600cc Pro-Sport final, and he chose a spot on the outside, but fellow heat-race winner Hawk chose a spot on the inside. It proved to be a wise choice, as Hawk, in only his fourth Pro-Sport race, led the opening lap.

Jorgensen, though, was quick to run Hawk down, making the order Jorgensen, Hawk, Souza, Tony Fox, Sherman and Hagmann at the end of a lap. Hawk stayed close to Jorgensen for several laps, but Hawk would eventually drop back several bike lengths in the next several laps, and lose as much as a half-straightaway late in the final.

Souza ran a consistent third behind Hawk, but ahead of Hagmann and Fox, which was the closest of the battles to the finish in the class - one which went Hagmann's way. Following Hagmann were Fox, Bob Grant, Jacob Latimer and Monegan. Rounding out the field were Rob Peiphoto, Brian Watson, Frank Marker and Sherman.

Somers, in only his third race as an Expert, got the jump on the field at the earliest moments the 600cc Expert final, but Pauley put the hammer down coming out of turn two and grabbed the lead. Somers, riding only one of two Hondas in the field, was quickly bumped back two more positions coming out of turn three, as both Annen and Mayfield displaced the Spokane rider, who in the next several laps would continue his ascent toward midpack.

Pauley, aboard his Billy Fagundes-prepared Bullet Racing/Tuff Plates-sponsored Rotax, quickly established himself as sole possessor of first place, while Annen put ground on Mayfield, who was reeled in by the on-the-move Iwanaga, who, despite a front-row position, got off the line in 11th. This set up the closest battle in the class, one which Iwanaga took, despite losing a footpeg at the midway point.

"It changed my whole game plan," Iwanaga said. "I had to run it in low, while Steve ran up high, which was Lonnie's line, too. Yeah, I guess you could say I was lucky."

Pauley went on to take home a victory in a series in which he has high hopes of winning the championship. Pauley

Toby Jorgensen continues to impress in the Pro-Sport ranks. Jorgensen was the man to beat in the 600cc Pro-Sport ranks. Nobody could.

also netted $550 for first place. Some 15 bike lengths back was Annen, who had similar ground on Iwanaga and then Mayfield at the checkered flag. The fifth-place finisher, sophomore Expert Vernon, followed Iwanaga through traffic to score his best-ever National finish, and he was followed by Grant, Somers, Fitzhugh, Smith, Rickman and Darling.

"I checked out on them, didn't I?" Pauley said. "Bill Fagundes really made the bike work well tonight. We had some problems last night (during the Pro-Am), but had everything together for the main."

The showdown of the evening, and all of the bragging rights, came in the 750cc Expert final, one in which Liberty sat on the pole position. Liberty's Latus Harley-Davidson/Liberty Tire-sponsored XR750 and Kopp's Donally Logging-backed XR750 ran wheel to wheel throughout most of the final, although for a brief moment midway through the race Liberty did look back to see where Kopp had gone. After a brief lapse of concentration, Kopp was right back in the hunt.

Behind the lead tandem was a three-way battle for third between Fay, Price and the surprise entry of Simonsen, who had virtually no 750cc experience; this was only his second 750cc ride (his first had been the night before).

Kopp appeared to have put a wheel underneath Liberty coming out of turn four on the final lap, but Liberty slammed the door shut on Kopp's advances, just as he did throughout the final, to post a narrow victory. Price was a spoiler in what the 40-year-old Fay had hoped would be a top-three ride, when he overtook the veteran to finalize the order of finish ahead of Simonsen, Wall and McDaniel.

"I really thought that I had him," Kopp said. "Steve left me a hole out of four, so I took it, but he had the drive on me. Man, that was close."

"Well, I kinda lost focus on the last lap," Liberty said. "I know that's the wrong time to do that type of thing. I had to do some quick thinking when I saw his front tire. I knew he was right there, so I had to really turn it up, fast." CN

Spokane Play Fair Race Track
Spokane, Washington
Results: August 15, 1998 (Round 8 of 13)

750 EX: 1. Steve Liberty (H-D); 2. Lonny Kopp (H-D); 3. Eli Price (H-D); 4. Mickey Fay (Hon); 5. John Paul Simonsen (H-D); 6. Richard Wall (Tri); 7. Trapper McDaniel (H-D); 8. Mike Inderbitzin (H-D).

600 EX: 1. Lonnie Pauley (Rtx); 2. Jeff Annen (W-R); 3. Paul Iwanaga (Rtx); 4. Steve Mayfield (KTM); 5. Christian Vernon (ATK); 6. John Grant (Hon); 7. Todd Somers (Hon); 8. Chris Fitzhugh (Rtx); 9. Steve Smith (W-R); 10. Randy Bereman (Rtx); 11. Eric Rickman (W-R); 12. Jack Darling (W-R).

600 PRO-SPT: 1. Toby Jorgensen (Rtx); 2. Kurt Hawk (Rtx); 3. Tony Souza (Rtx); 4. Todd Hagmann (Rtx); 5. Tony Fox (Rtx); 6. Bob Grant (Hon); 7. Jake Latimer (Hon); 8. Jim Monegan (Rtx); 9. Rob Peiphoto (Rtx); 10. Brian Watson (Rtx); 11. Frank Marker (Hon); 12. Tom Sherman (W-R).

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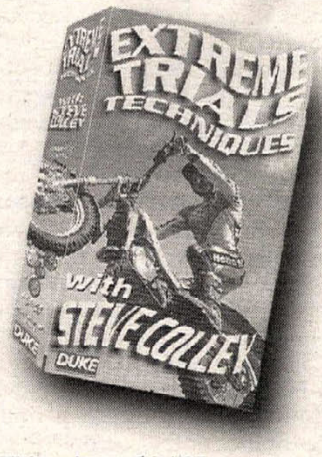

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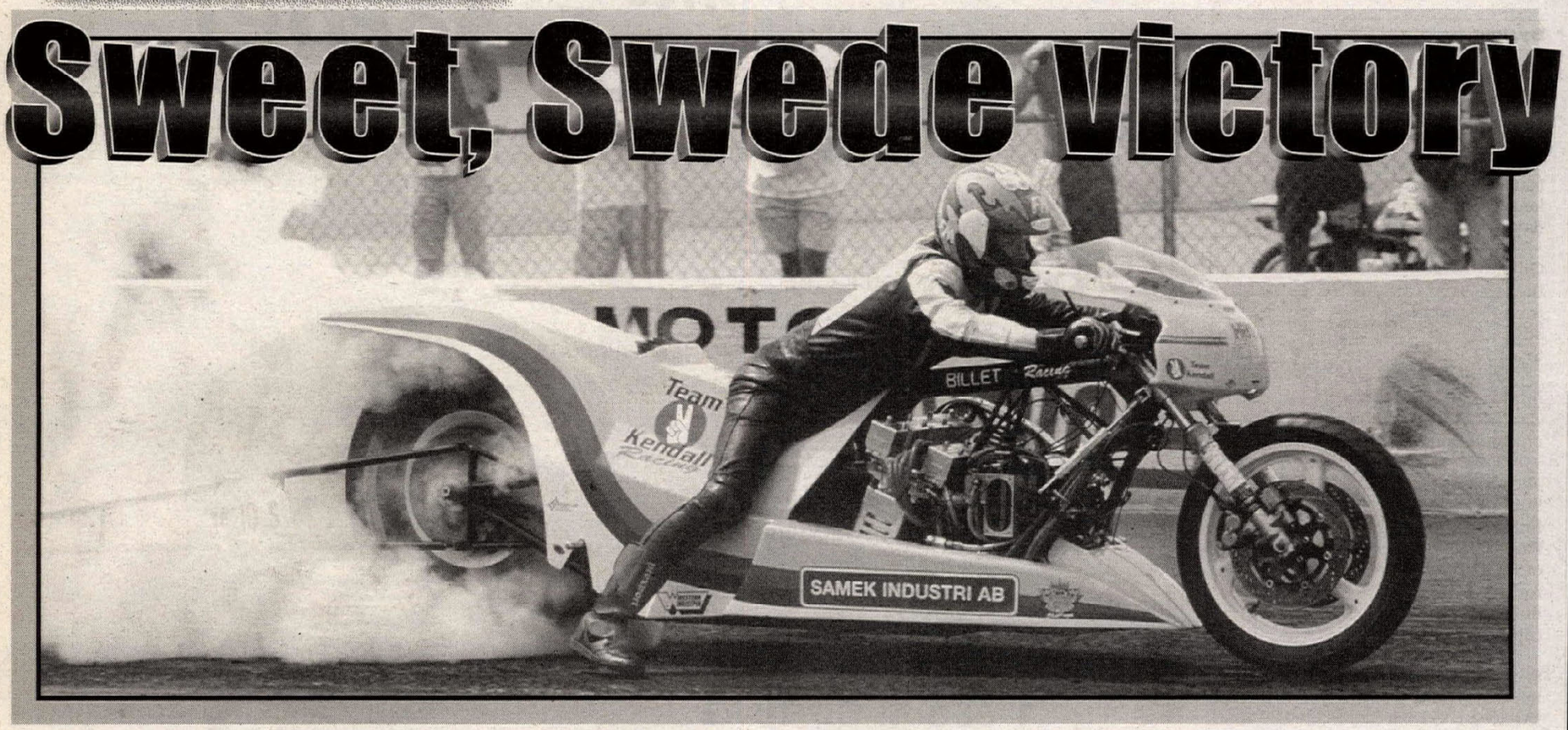


Peter Svensson made the trip from Sweden fruitful by winning the Top Fuel final at Indianapolis Raceway Park on his 1626cc hand-built bike.

By Matt Polito

INDIANAPOLIS, IN, AUG. 17

The Swedish Bikini Team didn't make it, but the Swedish Top Fuel team of Peter Svensson came to the AMA/Prostar Pingel Thunder Nationals and kicked some American butt. With its entire racing operation packed in a 4-by-8-foot crate - including a bike that is powered by a hand-built 1626cc engine - the Swedes came to the United States and simply outperformed the world's premier Top Fuel teams on their own turf.

The Pingel Thunder Nationals, held at Indianapolis Raceway Park, is one of the largest events on the AMA Prostar tour, with more than 450 bikes competing in 14 classes. Indy is also regarded as one of the performance events of the tour and 1998 was no exception, with numerous records being set.

Coming to America to run only the Prostar event and an exhibition at the NHRA U.S. Nationals later in the month, the Swedish Top Fuel team was out of its element in qualifying. As Svensson explained: "We had to change our tuneup because we are used to better air and not-so-good traction." With the power and clutch adjustments made, Svensson took the third qualifying spot at 6.49 seconds, 213 mph, behind three-time champion Tony Lang (6.43/218) and Chicago winner Larry "Spiderman" McBride (6.46/205).

McBride looked to take his second race in a row when he recorded a personal-best 6.21 charge in the first-round eliminations. But in the next round he boiled the rear tire when his clutch prematurely locked up against Svensson, who stunned the field with a 6.20 time. Svensson faced Lang in the final and took the light with a 6.28 at 212 mph while Lang could only produce a 6.42 at a faster 219 mph.

Gar Clark has a near-lock on his third Trim-Tex Funnybike championship, taking his fourth win in his fifth final-round appearance of the season. He got some unexpectedly stout competition from Bryan Bennett along the way.

Clark qualified his injected-alcohol turbo Koenig Kawasaki in the top spot at 6.80/199, followed by Bennett at 6.92. Bennett, riding his gasoline-fed 1394cc Kawasaki fitted with a Hahn Racecraft Turbo and EFI system, ran all 6.80s in eliminations, including a 6.907 at 197 mph to make his first final since 1994. But Clark and crew chief Rick Stetson brought too much to the table. Clark recorded a string of 6.70s, including a 5.721/197 in the final to get by Bennett's 6.96/193.

Tony Sabino claimed his second win of the season in the Fast By Gast Pro Modified series in dominating fashion, resetting his own e.t. record at 6.816 to qualify number one on the Franco's Performance Suzuki. Sabino recorded all 6.80s going into the final, where he met rookie sensation Dave Lombardi. Lombardi, who had a 7.00 best coming into Indy, stepped up on his Billy Vose-tuned Suzuki with a string of 6.90 passes and laid down a personal-best 6.88 to make his first final-round appearance. Both bikes fell off in the final as Sabino took the win, 6.96 to 6.99

Earlier in the event, George Babor became the eighth and final member of the Fast By Gast Six Second Club for Pro Mod bikes. Babor, who is the crew chief on the MRE Suzuki of the seventh member of the club, Rick Perry, was given one shot on the bike by MRE team owner Jay Regan and turned in a 6.983.

Paul Gast proved that old age and treachery beats youth and enthusiasm as the cagey veteran turned back strong performances by upstart rookies Antron Brown and Shawn Gann to take his third win of the season in the Lectron Pro Stock series. Gast qualified number one at 7.40/179 and set low e.t. of every round of eliminations, but he was paced by Brown and Gann, who were off his marks by mere hundredths of a second. Brown, on Troy Vincent's Team 23 Suzuki, survived a semifinal tussle with Gast, 7.42 to 7.44, to make his first final-round appearance where he took on Gast. After nearly identical reaction times, Gast powered with his best run of the meet at 7.38 as Brown followed through the traps at 7.44 seconds.

The Team Muzzy Kawasaki ZX-&R of Rickey Gadson has been so dominant in Pro Superbike this year that an undefeated season was almost assumed to be a foregone conclusion. That all changed at Indy when David Mayo turned on the win light in the final. Gadson held a huge lead in qualifying, resetting the record at 9.37 seconds to take the pole over Mayo, who was next back at 9.72 on his Rockdale Cycles ZX-7R. Gadson held on to the advantage in eliminations, but the bike popped out of gear in the final, giving Mayo all the room he needed to take his first Superbike win, 9.67 to 9.77

While Gadson has been dominant in the Superbike class, the Muzzy Kawasaki ZX-6R has been struggling in the Kerker 600 Supersport series, where the team has lagged behind the front-runners this season. Gadson showed he wasn't going to stay dormant as the team stepped up to within striking distance of class killer Keith Dennis on Joe Marasco's F&S ZX-6R.

Dennis, who has qualified number one at every event this season, did so again at Indy, but his 10.36 was answered by Gadson's very close 10.39. The pair ran identical 10.468s in the semifinals, where Dennis took out Ohio winner Michael Phillips and Gadson got by Team Suzuki Sport rider Brock Davidson.

Gadson got the holeshot in the final and ran his best number of the event at 10.37/129, but Dennis withstood the pressure and turned in the best lap of the event with a 10.34/130 to bring the F&S bike into the winner's circle for the fourth time in five events.

Indy is the third and final round for the Quickest Streetbike Shootout, where competition is held in Unlimited, Modified and Stock classes. This season proved that the boys were doing their homework during the off-season, as five riders bettered last year's Unlimited record of 8.29 seconds set by Keith Dennis.

Dennis, riding Joe Marasco's MSP GSX-R, qualified on the pole at Indy with an 8.19 charge and then lowered the boom (and some jaws) in the first round of eliminations with a scintillating 8.158. The competition wasn't making it easy for him, though, as both Kent Stotz on the Dynatek/Hahn Racecraft GSX-R and Brock Davdison on his Suzuki 1200S Bandit made laps under 8.20 seconds. Stotz also claimed the speed marks for the event with several clockings over 180 mph.

Dennis met Stotz in the final for the second time in the series and avenged the Chicago loss, getting the holeshot and turning on the win light as both riders hit identical 8.22 times. With two finals and a semi, Stotz claimed the Unlimited championship for the second time.

Chris Williams rode Danny Cable's Suzuki to a win in the Modified class, getting by James "Duck" Lauer in the final, 9.22 to 9.94. With two final-round appearances, Lauer claimed the championship for the second straight year. Phil Stoll brought the Stoll Racing Suzuki to the Stock-class win and the championship, getting by archrival Mark Gardner in the final for the second time this season. CN

Indianapolis Raceway Park
Indianapolis, Indiana
Results: August 17, 1998

TOP FUEL: 1. Peter Svensson; 2. Tony Lang (Suz).
FNNY BK: 1. Gary Clark (Kaw); 2. Bryan Bennett (Kaw).
PRO MOD: 1. Tony Sabino (Suz); 2. Dave Lombardi (Suz).
PRO STK: 1. Paul Gast (Suz); 2. Antron Brown (Suz).
PRO S/BK: 1. David Mayo (Kaw); 2. Rickey Gadson (Kaw).
600 SS: 1. Keith Dennis (Kaw); 2. Rickey Gadson (Kaw).
TOP GAS: 1. Javonzio Coffey (Suz); 2. Scott Wall (Suz).
S/COMP: 1. Juan Cintron (Kaw); 2. Dean Frantz (Kaw).
S/GAS: 1. Bruce Sauer (Kaw); 2. Doug Emge (Suz).
PRO ET: 1. Jim Demerly (Kaw); 2. Richard Gibbs (Suz).
STREET ET: 1. Kenneth Parrish; 2. Scott Grigaciunas (Hon).
STREET STK: 1. Phil Stoll; 2. Mark Gardner (Suz).
STREET MOD: 1. Chris Williams (Suz); 2. James Lauer (Suz).
STREET U/L: 1. Keith Dennis (Suz); 2. Kent Stotz (Suz).

Upcoming Rounds:
Round 6 - Atco, New Jersey, September 13
Round 7 - Houston, Texas, October 11

Szoke Smokes in Canada

By John Hopkins

ST. FELICIEN, QUEBEC, CANADA, AUG. 16

Jordan Szoke took a big step toward his first Toyota Canada Superbike Championship with an impressive victory at the penultimate round of the series, the Honda Challenge, at Autodrome St. Felicien on Sunday, August 16.

The 19-year-old from Brantford, Ontario, took his Kawasaki ZX-7RR past the ZX-9R of Michael Taylor five laps from the end of the 20-lap race and took advantage of lapped traffic to ease clear to a 4.12-second victory.

Taylor took second, and a very impressive Francis Martin held off the ZX-7RR of defending National Champion Don Munroe for third.

Szoke's win pushed him 15 points ahead of Taylor in the Toyota Canada Superbike standings heading into the final round at Shannonville Motorsport Park on September 6. With a maximum of 60 points available at each event (10 for a heat win and 50 for a feature triumph), Szoke is in a strong position to capture the number-one plate.

"This is what I needed to do," said Szoke after his second Superbike win of the season and the second of his career. "Mike is so fast at Shannonville, I needed to get as many points as possible out of this weekend."

Martin led the first eight laps of the race superbly while Kawasaki riders Taylor, Szoke and Munroe disputed second right behind him. Taylor held the spot until lap six, when Munroe got underneath him at the hairpin leading into the stock-car bowl, the tightest corner on the circuit. Two turns later, however, Taylor forced his way back underneath Munroe in the last corner, and Szoke was able to follow through as the Bedford, Nova Scotia, rider lost his drive onto the front straight.

On lap nine, Taylor finally passed Martin and then managed to open up a slight gap. Meanwhile, Szoke set to work on the Honda rider; on lap 12, he moved into second, and quickly erased Taylor's two-second lead.

"I knew I was a lot faster, but you have to be patient on a track like this," said Szoke. "The Michelins take a little longer to come in, so in the first couple of laps I had to be very smart. It was very hard to stay with the leaders."

Four laps after moving into second, Szoke was able to get around Taylor and quickly opened up a gap as the leaders hit traffic.

Taylor ran into tire trouble in the last five laps and was unable to make a charge at the teenager.

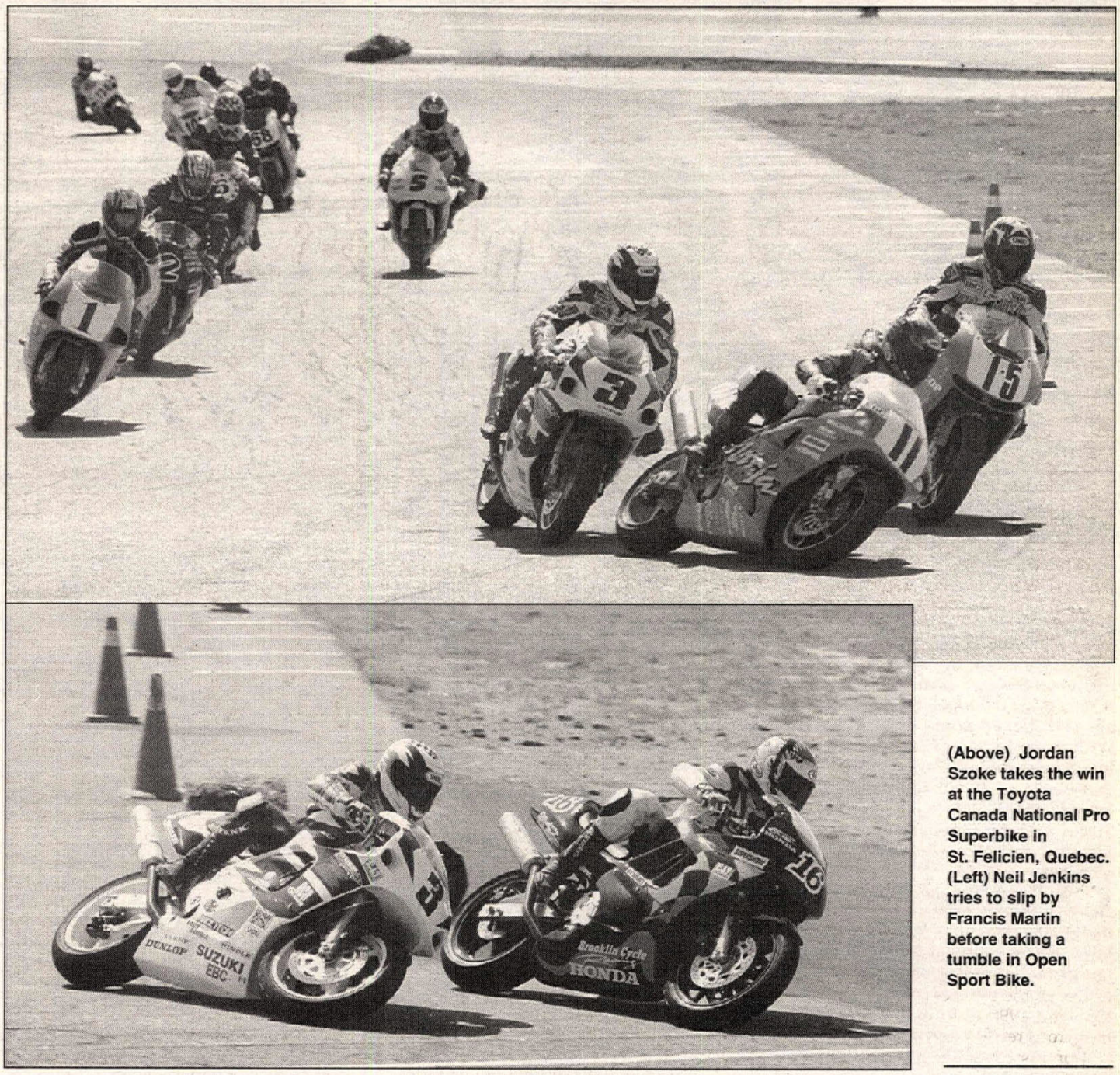
"I made some mistakes in traffic," he explained. "I went with the soft rear tire, and in the last five laps the bike was moving around under me. I had to push myself back in the seat to get more weight on the rear."

Martin and Munroe traded third place in the closing laps, but the Quebec rider held on for his first career podium finish.

"The last lap was very long," joked Martin. "It felt like 20 minutes."

Neil Jenkins, on his fuel-injected Suzuki GSX-R750, and Yamaha YZF R1 pilot Kevin Graham disputed fifth place the entire race. Jenkins stayed ahead until lap 14, when Graham got by him coming onto the front straight. But Jenkins was able to get back ahead as the pair started the final lap.

Rookie Pro Frank Trombino was a solid seventh on another R1, and Philippe Cantin took eighth on a similar bike. The ZX-7RR of Calgary's Clint McBain and Benoit Pilon's R1 completed the top 10.



(Above) Jordan Szoke takes the win at the Toyota Canada National Pro Superbike in St. Felicien, Quebec. (Left) Neil Jenkins tries to slip by Francis Martin before taking a tumble in Open Sport Bike.

In other action, the stage is set for a spectacular conclusion to the Yoshimura 600 Sport Bike season at Shannonville in three weeks' time. Munroe moved up from sixth on the opening lap to score a convincing 5.10-second win on his backup Kawasaki ZX-6R, and he took over the points lead from Owen Weichel, who was second in the race on his Hyd Mech Saws-backed Suzuki GSX-R600.

For Munroe, victory was a sweet reward after a frustrating weekend. His primary ZX-6R suffered engine trouble through practice and qualifying, and the crew made a hurried conversion of his Open Sport Bike-spec 600. Two separate accidents on his Superbike on race morning further complicated Munroe's day, and he almost didn't make it to the 600 start after his engine died on the sighting laps. The fuel pump hadn't been turned on and only help from some nearby marshals got him to the line.

"You can't turn the pump on with your hands, but the corner workers had some pliers," Munroe explained. "I thought I was screwed, with no warmup laps and no practice on new tires, but I just did what I had to do."

Weichel, riding with an injured wrist and ankle, led laps three through five of the 18-lap race before the charging Munroe got past.

"There was no way I was going to touch Don," said Weichel. "He was much quicker. After the early laps, I just couldn't turn in as aggressively as I wanted."

Weichel had taken the championship lead from Munroe with a victory in Saturday's qualifying heat, but he now heads to Shannonville six points behind the four-time defending class champion.

Martin was third on his Honda CBR600F3 after a racelong battle with the GSX-R600 of Jenkins. The fight was settled on the last lap when Jenkins tucked the front end at the last turn while trying to make a pass and fell.

Cantin was fourth on his Yamaha YZF600, 15-year-old sensation Kevin Lacombe took fifth on a GSX-R600, and Mark Orchard completed the top six on a Yamaha.

Martin finally got the better of Taylor in International Motorcycle Supershow Open Sport Bike, but the win came too late to prevent Taylor from clinching the season championship.

Martin held off Taylor superbly through the full 18-lap race and fought back a last-corner move down the inside by the Kawasaki rider to score his first class victory aboard the Honda CBR900RR.

"I heard him all the time," said Martin. "But he never tried to pass me until the last corner. I saw the front wheel in the corner, but he didn't have enough room and I was able to stay ahead down the straight."

"He made virtually no mistakes," admitted Taylor, winner of three races this year on his Kawasaki ZX-9R. "I was saving it for that last lap, but Francis wanted it more."

Trombino was third and Cantin fourth, both on R1s. Szoke, riding a ZX-6R, outduelled the R1 of Murray Clift for fifth. CN

Results

PRO S/BK: 1. Jordan Szoke (Kaw); 2. Michael Taylor (Kaw); 3. Francis Martin (Hon); 4. Don Munroe (Kaw); 5. Neil. Jenkins (Suz).

PRO OPEN SPT/BK: 1. Francis Martin (Hon); 2. Michael Taylor (Kaw); 3. Frank Trombino (Yam); 4. Philippe Cantin (Yam); 5. Jordan Szoke (Kaw).

PRO 600 SPT/BK: 1. Don Munroe (Kaw); 2. Owen Weichel (Suz); 3. Francis Martin (Hon); 4. Philippe Cantin (Yam); 5. Kevin Lacombe (Suz).

AMA Western Four-Stroke National Motocross Series, Round 7: Albany Motorsports Park

Nelson does it

(Above) Brad Hagseth was second overall after finishing 3-3.
(Left) Overall winner Dustin Nelson whips it at Albany Motorsports Park. Nelson finished 2-2 on the day.

By Don Schneider

ALBANY, OR, AUG. 9

Dustin Nelson took his Motoworld of El Cajon, California-backed Yamaha YZ400F to the overall win at round seven of the AMA Western Four-Stroke National Motocross Series in Albany. Nelson went 2-2 to give Yamaha its first win of the season. It was also the first time that Husaberg's Lance Smail did not win the overall event, as a second-moto DNF put an end to his streak.

Making the podium for the first time in the series was Herb's Cycle Town-backed Brad Hagseth, who went 3-3 on the day.

Making his second podium appearance in a row was Brown Brothers Racing/Maxxis Tires-backed Robert Naughton, who piloted a YZ400F-powered machine that featured a handmade perimeter frame and hydraulic clutch, as did Nelson's machine. Naughton posted a 7-4 tally.

Carter Gurnee also had a good day, going 6-6 for fourth overall.

For the first time this season, Greg Schnell did not finish on the podium. His 5-10 moto tally netted him fifth overall on the day.

After suffering shock problems in the first moto, Nathan Woods came back to win the second moto, which gave him enough points for sixth overall, followed by Andy Anaya (9-7), Todd Downs (8-9), Smail (1-DNF), and Beau Baron.

Smail shot his Husaberg FC501 into the lead in the first moto and never looked back. He gradually pulled away from the rest of the pack to card his umpteenth moto win of the series.

All that was left was the race for second place. After a few laps, Jimmy LaMastus was already running some six seconds behind the leader, with Eastern Region Four-Stroke champ Keith Bowen an equal distance behind in third. The first to lose his spot was Bowen, when Hagseth turned things up a notch to motor into third place, setting up a battle royal for fourth place. Bowen, Nelson and Woods exchanged positions frequently until Woods launched off the massive 130-foot downhill triple sideways on lap five and ran off the track and into a ditch. Woods remounted behind a freight train consisting of Gurnee, Schnell, Naughton and Bloomfield. Woods regained his composure, worked his way back up to ninth place but developed rear-shock problems, finishing a disappointing 20th.

Smail, meanwhile, was still maintaining his lead and seemed to extend it every lap despite not jumping the huge double on the track. He was, however, obviously making up time elsewhere, because second-placed LaMastus - the only rider to fly over the whole thing - wasn't catching up. Hagseth was still back some seven seconds in third, with Nelson closing fast. Bowen was all alone in fifth now, followed by Gurnee, Schnell and Naughton.

Soon, though, LaMastus bumped into a lapped rider and went down. Hagseth, Nelson and Bowen managed to slip past before LaMastus was up and running again in fifth. Fourth-placed Bowen tried in vain to hold off a recharging LaMastus heading into the back tree section but LaMastus motored by. Then Schnell caught Bowen and sped by to steal fifth as Schnell began a charge toward LaMastus. The two hit a big sweeper together, with Schnell trying to rail the outside. As the duo hit the straightaway together, LaMastus got sideways and went down, and Schnell was clear.

Third-placed Nelson hammered on Hagseth and shot past when the two-lap signal came out.

As the checkers waved, Smail had once again performed his usual runaway-and-hide victory. Nelson kept himself just ahead of Hagseth for second. Bowen worked pretty hard for fourth while nursing a sore ankle from the prior 250cc National at Washougal. Schnell, who had started in 15th, raced all the way up to fifth, followed by Gurnee and Naughton.

In the second moto, Smail and LaMastus once again led the early going, but it was LaMastus who had the advantage in the first turn. Unfortunately (for him) he crashed, giving way to Smail, and he wouldn't remount until the whole field had gone by.

Naughton - now in second - and Woods barely avoided the melee, with Gurnee fourth and ahead of Myers, Hagseth, Nelson and brothers Terry and Mike Hamness.

Hagseth and Nelson went at it, with Nelson getting the early nod. They actually pushed past Myers at one point, holding a pretty fast pace. Myers then latched on to the duo and they motored around Gurnee on lap three.

At the front, Woods pushed past Naughton on lap five for second, and the race order read: Smail, Woods, Naughton, Nelson and Hagseth.

Myers held his ground in sixth, with Binckley, Gurnee, Terry Hamness and Anaya rounding out the top 10.

Smail, meanwhile, was leading comfortably, but after casing a double early in the race, his bike started to make some bad noises and eventually quit running.

"After I cased that jump, I heard the bike making some noise," Smail said. "I tried to baby it around, but it just quit running."

What happened next was truly a sign of sportsmanship. Smail grabbed a pit board and began signaling Hagseth to "pass Nelson for the win."

In the battle for the lead, Woods was flying and had six seconds on Naughton with five laps remaining. Nelson was holding third over Hagseth and Myers, all of them within a straightaway of each other.

Nelson upped the pace and caught Naughton to take over second with three laps to go, while Hagseth pushed it to the max and then slammed through the whoops with one lap left to also go past Naughton. Hagseth's pass was a gallant effort, but as the checkers waved for winner Woods, Nelson also came past the flag with his left fist raised in glory: his 2-2 tally prevailed over Hagseth's 3-3 to take the overall win.

Albany Motorsports Park
Albany, Oregon
Results: August 9, 1998 (Round 7 of 9)

MOTO ONE: 1. Lance Smail (Hbg); 2. Dustin Nelson (Yam); 3. Brad Hagseth (Yam); 4. Keith Bowen (Hbg); 5. Greg Schnell (Yam).

MOTO TWO: 1. Nathan Woods (Yam); 2. Dustin Nelson (Yam); 3. Brad Hagseth (Yam); 4. Robert Naughton (BBR); 5. Scott Myers (Yam).

O/A: 1. Dustin Nelson (Yam); 2. Brad Hagseth (Yam); 3. Robert Naughton (BBR); 4. Carter Gurnee (Yam); 5. Greg Schnell (Yam).

AMA WESTERN FOUR-STROKE NATIONAL MX SERIES POINTS STANDINGS (After 7 of 9 rounds): 1. Lance Smail (313/5 wins); 2. Greg Schnell (269); 3. Dustin Nelson (201/1); 4. Robert Naughton (194); 5. Scott Myers (187); 6. Nathan Woods (149); 7. Jimmy LaMastus (142/1); 8. Andy Anaya (132); 9. Todd Downs (119); 10. Billy Binckley (106).

Upcoming Rounds:
Round 8 - Raymond, Washington, August 23
Round 9 - Lake Whitney, Texas, September 6

Without a shadow

By John Dickinson

HELSINKI, FINLAND, AUG. 8-9

Dougie Lampkin proved once again - not that any proof was really needed - that he is without a shadow of a doubt the best trials rider in the world at the moment by smoking his rivals yet again in the penultimate round of the 1998 World Trials Championship.

The trial in Finland ought to have been the ninth round, of course, but due to the earlier cancellation of the Belgian round, it was in fact the eighth of what will now be a nine-round series.

Lampkin traveled to the trial (which was staged only 20 miles from the capital city of Helsinki) needing just seven points to tie the series up. But the Beta number-one rider was never going to just cruise - his brain doesn't work that way - and he stormed to another two straight wins in the two legs. That's 14 wins from the 16 legs staged so far, and he has also taken the overall win in each country. With a 79-point overall advantage over second-placed Marc Colomer, Lampkin could well end the series a full 100 points ahead.

"I came here to tie it up," Lampkin said. "It was fantastic to do that with a win on Saturday. Everybody was acting like I won it ages ago, but some people forget that I do actually have to ride!"

It was a new venue for the trial in Finland - the event is usually held in the center of Helsinki, which surprisingly makes for a very good trial. There are many natural rock outcroppings in the city, and these have made up some good sections.

But the small town of Kikkonummi saw the world-round stars in action in a wooded area that contained acres of damp, rocky sections that were very, very slippery.

"The trial was actually quite good, but all the sections were very much the same," Lampkin said. "The rocks were very smooth and slippery, and the ground in between was damp and slippery as well. Everyone tended to lose pretty much the same marks in the sections, as once you put your foot down and unloaded the back end, you almost certainly needed three marks. It was very, very hard to gain an advantage on the other riders in these conditions."

These conditions certainly made for an unusual results sheet, with the lists of the top seven riders on each day being a complete carbon copy of each other. There were very few differences in the marks lost, as well!

Saturday saw Lampkin engaged with 1996 champ Marc Colomer on the works Montesa. The Brit and Spaniard battled against the conditions. In fact, the result went right down to the penultimate section of the two-lap, 15-section course. Lampkin managed to pull a clean out of the bag - a feat matched only by Honda pilot Takahisa Fujinami and an off-form Steve Colley - while Colomer fived, and with it took first place. "Fujigas" came home a distant third, with his countryman and close friend Kenichi Kuroyama close behind.

Kuroyama only just kept ahead of home rider Joachim Hindren on the tie breaker as the popular Finn had his best-ever World Championship result, with Scorpa rider Graham Jarvis sixth and big Frenchman Bruno Camozzi seventh, also needing separating on the tie breaker.

Jarvis had the bad luck to break the swingarm on the Scorpa and the time-out needed to replace this eventually cost him three time penalties, although this didn't affect his finishing position.

FILE PHOTO BY JOHN DICKINSON

Doug Lampkin wrapped up his second consecutive World Trials Championship with yet another double win, this one coming in Finland.

Steve Colley made it home eighth ahead of the usual gaggle of teenage Spaniards who contrived to keep their more illustrious countryman David Cobos out of the points for the first time this year.

Day two was virtually a replay of the first day's action. The only real difference was that the Gas Gas pairing of Cobos and Colley, fighting for sixth place in the series, swapped places over Saturday. This was quite a dramatic swap considering how close everyone else was to their previous day's scores. In fact, Cobos lost exactly the same marks as did Colley during his eighth-place finish the previous day.

Colley had a nightmare and it was his total of 16 maximums, compared to 11 on Saturday, that did the damage. Having gained eight marks on his rival on Saturday, Colley saw seven of them wiped out the following day.

Up at the front, Lampkin did just enough to stay ahead of Colomer. The Spaniard had a real crisis of confidence in midseason when he realized that Lampkin was just striding away with the series, but he has made a solid comeback. His run of five second places in the last five legs shows that he has got his head together and has left the two Japanese and the Scorpa-mounted Jarvis to contest third in the series.

Lampkin showed yet again who is boss and retained the number-one bib for another 12 months. He proved that he can handle all types of conditions. Big, dry rocks, loose climbs or plain slippery woods are all the same to Lampkin, who now claims two consecutive Indoor and Outdoor crowns.

"Yes, we had a little celebration on Saturday evening, but I'm saving the party until I get home," Lampkin said. "I'd just like to thank the Beta team plus my own backup squad of Dad (Martin), Mum (Isobel), cousin James and the rest of the family for backing me all the way." CN

Finnish World Trial
Helsinki, Finland
Results: August 8-9, 1998 (Round 8 of 9)

Saturday
O/A: 1. Doug Lampkin (Bet); 2. Mark Colomer (Mon); 3. Takahisa Fujinami (Hon); 4. Kenichi Kuroyama (Bet); 5. Joachim Hindren (G-G).

Sunday
O/A: 1. Doug Lampkin (Bet); 2. Mark Colomer (Mon); 3. Takahisa Fujinami (Hon); 4. Kenichi Kuroyama (Bet); 5. Joachim Hindren (G-G).

Upcoming Rounds:
Final Round - Hvervenbukta-Oslo, Norway, August 15-16

(Above) Charles Pearson, winner of the 60cc (9-11) class held at the Starwest Cycle Park in Moreno Valley, California. (Left) Casey Hinson turned in a 1-1 moto score to dominate the 60 Novice class at the AMP/GFI MX held at Hollister GP track.

Hinson and Enos dominate at AMP/GFI MX

By Jim Enos

HOLLISTER, CA, AUG. 9

Casey Hinson turned in a 1-1 moto score to dominate the 60 Novice class while Justin Enos took a 2-1 moto score for the overall in the 60 Beginner class at the AMP/GFI MX held at Hollister GP track. Weather and track conditions were ideal as the AMP crew played host to nearly 160 anxious riders. Many riders came out to hone their skills in preparation for the upcoming GFI Fall Series, set to begin in mid-September.

In the first 60 Novice moto, Hinson, sponsored by Merced Powersports/Cryolabs/Edge Sports, motored down the long Hollister straight leading the pack into the tight left-hander. Following Hinson were KTM-mounted Dustin Enochs, Kawasaki pilots Greg Fouts and Corey Pennington, and KTM-mounted Kyle Kent. Kent moved up to third by the end of the first lap, but then disaster struck as his KTM began to cut out, sending him backward in the pack as he limped his way around the track. While Hinson and Enochs pulled away from the pack in their own battle, Fouts had his hands full with a determined Pennington, who had just recently turned Novice. On the third lap, Pennington made his move on Fouts on the tricky downhill section to secure third. Meanwhile, up front, Hinson and Enochs, the latter backed by Wilsons Motorcycles and Cornutt Shocks, mirrored each other lap after lap. However, on the white-flag lap, Hinson dug down and finally shook Enochs. When the checkers flew, it was Hinson with the win, followed by Enochs, Pennington, Fouts and Kent.

The second moto saw Enochs on the gas just long enough to snag the holeshot, followed by Hinson, Fouts, Pennington and Kent. This time, Kent appeared to have his engine troubles cured, but he still had a tough time moving up in the pack. Enochs quickly opened up a 10-second lead over Hinson by the end of the first lap and appeared to be headed for a victory. The running order stayed the same for three laps until Pennington shook things up by passing Fouts on the tricky downhill on the fourth lap. That's also when Enochs and Hinson decided to give the spectators a show. Hinson had slowly reeled in Enochs and as the two raced side by side, it was Enochs barely holding off Hinson in each turn. But as the two came down the tricky downhill side by side, a lapped rider in the ensuing turn played a big factor in who would claim top honors on the day. Enochs went wide, Hinson tucked inside and on the following straightaway Hinson came out on top with the lead and the subsequent win. Enochs would finish a respectable second, followed by Pennington, Fouts and Kent.

"I didn't jump the downhill double in the second moto and Casey did, and that's where I lost the lead," Enochs said. "I tried to repass him in the big sweeper but he stuck to the inside and kept his lead."

The start of the 60 Beginner race saw Enos take the holeshot after Ross Pacheco had a little trouble with the gate.

"I started moving forward before the gate dropped and busted right through it," Pacheco said.

Enos, sponsored by D H Cycles of Modesto, pulled a sizable lead on KTM-mounted Kent, with Pacheco, still recovering from his bad start, a distant third. However, Pacheco, backed by Chaparral and Performance Cycles, put on a charge and passed Kent on the back section of the track and focused on catching Enos. That determination paid off when, on the white-flag lap, Enos made a mistake. Coming out of the "horseshoe" left-hander, the steep uphill straightaway caught Enos missing a shift, leaving him stuck halfway up the hill. As he valiantly tried to get going again, Pacheco motored by to take the lead and the eventual win. Enos restarted just in time to hold second ahead of a charging Kent, who finished third.

The second moto saw Pacheco redeem himself off the gate and grab the holeshot ahead of Enos and Kent. Pacheco looked smooth and steady. However, Enos also knew the importance of a win and began to reel in Pacheco. By the third lap, Enos had caught up to Pacheco and made a smooth pass on a rutted-out left-hander for the lead. Kent, in third, did his best to catch the front-runners but ran out of laps. When the checkered flag waved, Enos had a sizable lead for the win, followed by Pacheco and Kent.

"I wheelied off the start in the second moto and knew Ross had a good lead," Enos said. "I started finally clearing some of the tabletops and was able to catch up to him."

"At least I didn't bust a gate off the second-moto start," Pacheco said. "The track was kind of slick, but I had fun out there."

Results

50 (4-6) F/T: 1. Cody Lambott (Lem).

50 (4-6) STK BEG: 1. Ty Keenom (KTM).

50 (7-8) F/T: 1. Garrett Winston (KTM).

50 (7-8) STK BEG: 1. Josh Duppong (KTM).

50 (0-8) STK NOV: 1. Eric Poth (Cob); 2. Brandon Reyna (Cob).

50 (0-8) OPEN: 1. Cody Jackson (KTM).

60 BEG: 1. Justin Enos (KTM); 2. Ross Pacheco (Kaw); 3. Matthew Kent (KTM).

60 NOV: 1. Casey Hinson (Kaw); 2. Dustin Enochs (KTM); 3. Corey Pennington (Kaw); 4. Greg Fouts (Kaw); 5. Kyle Kent (KTM).

80 F/T: 1. Shawne Lilley (Kaw); 2. Nick Osborn (Kaw); 3. Jeff Winston (Hon).

80 F/T B/W: 1. Josh Maurer (Kaw).

80 BEG: 1. Travis Enzweiler (Suz); 2. Casey Hinson (Suz); 3. Matt Fernandes (Yam); 4. George Schneider (Yam); 5. Jarred Morrison (Yam).

80 NOV: 1. Brett Markarian (Yam); 2. David Darsey (Suz); 3. Aaron Casados (Yam); 4. Josh Cox (Yam); 5. Dustin Biaggini (Yam).

80 INT: 1. Matt McCrummen (Yam); 2. Eric McCrummen (Yam).

80 S/MINI: 1. Matt McCrummen (Yam); 2. Aaron Casados (Yam); 3. Dustin Biaggini (Yam); 4. Matt Fernandes (Yam); 5. Eric McCrummen (Yam).

125 BEG: 1. Aaron Cox (Kaw); 2. Michael Carnes (Yam); 3. Saul Gonzalez (Yam); 4. Andrew Galaviz (Suz); 5. Chris Verhougstraete (Suz).

125 NOV: 1. Steve Mertens (Suz); 2. Josh Watt (Suz); 3. Billy Jurevich (Yam); 4. Rod Kreiss (Suz); 5. Mark Verhougstraete (Suz).

125 INT: 1. Jeremy Israel (Yam); 2. Craig Truglio (Kaw); 3. Mike Newman (Hon); 4. Jay Catucci (Hon); 5. John Curilli (Kaw).

250 BEG: 1. Matt Bauers (Yam); 2. Brian Sperle (Hon); 3. Justin Brooks (Hon); 4. Adam Huffer (Suz); 5. Anthony Lorscheider (Hon).

250 NOV: 1. Sam Sawdey (Yam); 2. Billy Jurevich (Yam); 3. Josh Coffman (Suz); 4. Justin Sprugasci (Suz); 5. Jason Mullaneg (Yam).

250 INT: 1. Craig Truglio (Kaw); 2. Jeremy Israel (Yam); 3. Kevin Wise (Yam); 4. Don Mendenhall (Yam).

25+ BEG: 1. Aaron Maraccin (Kaw); 2. Randy Tufts (Yam); 3. Pat Winters (Kaw); 4. Craig Nicholson (Hon).

25+ NOV: 1. Sean Large (Yam).

25+ INT: 1. Kevin Wise (Yam); 2. John Matalamaki (Suz); 3. Jessie Holquin (Yam); 4. Johnny Souza (Hon); 5. Don Mendenhall (Yam).

25+ EX: 1. Dan Paladino (Yam).

30+ BEG: 1. Jeff Morris (Hon); 2. Frank Sanchez (Hon); 3. Chris Upson (Kaw); 4. Steve Brazil (Suz); 5. Ed Mullings (Suz).

30+ NOV: 1. William Serpa (Yam).

30+ INT: 1. Don Mendenhall (Yam); 2. Jessie Holquin (Yam); 3. Todd Townsend (Hon); 4. John Matalamaki (Suz); 5. Johnny Souza (Hon).

35+ NOV: 1. Kevin Crowley (Kaw); 2. Robert Fields (Yam); 3. Randy Lynch (Yam); 4. Pat Saugar (Yam); 5. Rick Jewell (Yam).

35+ INT: 1. Alan Loredo (Yam).

40+ NOV: 1. Bobby Lynch (Yam).

40+ INT: 1. Joseph Gonzales (KTM); 2. Daniel Malfatti (Yam); 3. Terry Huffer (Suz).

U/L: 1. Steve Mertens (Suz); 2. Logan Masterson (Yam); 3. Justin Sprugasci (Suz); 4. Aaron Mason (Suz); 5. Dustin Rabe (Hon).

OTHG BEG: 1. Tina Handelin (Yam); 2. David McCandless (Hon); 3. Darrell Burr (Hon); 4. Nick Langston (Hon); 5. Ron Clawson (Hon).

OTHG NOV: 1. Pat LeForge (Kaw); 2. Bobby Morello (Yam); 3. James Lester (Kaw); 4. Pat Saugar (Yam); 5. Rick Jewell (Yam).

OTHG INT: 1. Jim Enos (Suz); 2. Robert Woehrle (Hon).

OTHG EX: 1. John Handelin (Suz) 2. Terry Huffer (Suz); 3. Alan McGehee (Yam); 4. Alex Chellew (Yam).

OTHG PRO: 1. Randy Pockrandt (Kaw).

Young gun

By Tony Alessi

MORENO VALLEY, CA, AUG. 8

Rookie Pro Mike Young gunned down the pro troops en route to the overall 125cc Pro-class win during Saturday night motocross held at Starwest Cycle Park.

Young proved a few things in the first 125cc Pro race: He could come from behind, and he could win on a freshly watered race track.

Jason Fields led early in the race, followed by Kyle Locke and Young. Fields looked like he was pulling away while Young looked like he was having trouble staying hooked up. Young found his rhythm just after the halfway point and then reeled in the leaders and passed his way into the lead. Once out front, Young pulled away for the moto win with lots of room to spare.

The second moto saw Young riding with more confidence and speed than in the first moto. Young made short work of early-race leader Jason Fields, then roosted away for the moto and overall win aboard his potent FMF/ZLT/Smith-backed Yamaha.

Charles Pearson seemed to have found his own groove in the 60cc (9-11) class, posting both moto wins. Pearson used the Saturday morning practice session to tune up for the night race, finding his rewards. Pearson topped hard-charging Brys Kuntz and pee-wee hockey ace B.J. Bohrer on the night's overall.

Blake Bukamier was on fire in the 125cc Beginner class and posted the overall win. Bukamier came from behind in the first moto to snatch away the lead from Kevin Jennings just before the last lap of the race.

The second moto saw Bukamier chase Kevin Hornsveld around all moto long, but he would eventually settle for second place, which was still enough to post the overall victory. Bukamier took home the gold via a 1-2 finish, which topped Mike Riggs' 3-3 and Hornsveld's 6-1.

Results

Small Track

50 STK STRTR (4-6): 1. Ryan Mangold (KTM); 2. Carrisa Borgess (KTM); 3. Corey McGrane (Act); 4. Charles Reider (KTM); 5. Kyle Harris (KTM).

50 STK STRTR (7-8). 1. Bryce Eikelberger (Lem); 2. Dody Jefferies (Yam); 4. Cole McKinley (Yam).

50 STK BEG (4-6): 1. Justin Jeffers (KTM), 2. Cotton Manwil (KTM); 3. Chris Whyle (KTM); 4. Joshua Massey (KTM).

50 STK NOV (0-8): 1. Cody Tithof (KTM).

50 STK BEG (7-8): 1. Kevin Smyj (KTM).

Main Track

50 STK. 1. Johnny Jelderda (KTM); 2. Krystal Cramer (Cob); 3. Cody Tithof (KTM); 4. Cory Sibley (KTM); 5. Corey McGrave (Act).

50 S/P/W; 1. Marcys Carrillo (Lem) 2. Andrew Iovino (KTM).

50 (4-6) 1. Johnny Jelderda (KTM).

50 (7-8): 1. Marcys Carrillo (Lem); 2. Krystal Cramer (Cob); 3. Cory Sibley (KTM); 4. Matthew Dormack (KTM); 5. Andrew Iovino (KTM).

60 STRTR: 1. Webb Massey (Kaw); 2. Luis Rivera (Kaw); 3. Andrew Saldate (Kaw); 4. Zack Williams (Kaw); 5. Andrew Iovino (Kaw).

60 (6-8): 1. Shawny Hayes (KTM); 2. George Jeffers (Kaw).

60 (9-11): 1. Charles Pearson (Kaw); 2. Brys Kuntz (Kaw); 3. B.J. Bohrer (Kaw); 4. Zachary Cruz (Kaw); 5. Brad Morris (Kaw).

80 BEG (0-11): 1. Justin Lavoie (Hon); 2. Brys Juntz (Yam); 3. Kris Paluzzi (Yam); 4. Frank Iovino (Kaw).

80 (0-11): 1. Jeff Alessi (Kaw); 2. Taylor Gilmore (Suz); 3. Travis Christensen (Suz).

80 BEG (12-16): 1. Cody Hertel (Hon); 2. Mike Wetzel (Yam); 3. Eric Cathey (Yam); 4. Freddie Franks (Suz).

80 (14-16): 1. Nicholas Hensley (Yam).

125 BEG: 1. Blake Bukamier (Yam); 2. Mike Riggs (Hon); 3. Kevin Hornsveld (Yam); 4. John Cownye (Hon); 5. Christopher Marcell (Suz).

125 NOV: 1. Eric Willis (Suz); 2. Mark Valcore (Yam); 3. Ryan McGee (Yam); 4. Vito Tarantino (Yam); 5. Chris Thunstrom (Hon).

125 INT: 1. Kyle Locke (Yam).

125 PRO: 1. Mike Young (Yam).

250 BEG: 1. Butch Gabriel (Yam), 2. Jess Gardner (Hon); 3. Jacob Flores (Hon); 4. Gavin Rome (Kaw); 5. Doug Covey (Hon).

250 NOV: 1. Garrett Matthews (Hon).

250 PRO: 1. Jason Fields (Yam).

25+ BEG: 1. Richard Newton (Yam).

25+ INT: 1. Greg Shaplin (Hon).

30+ NOV: 1. Jeff Fish (Kaw).

30+ EX: 1. Rich Truchinski (Yam).

40+ NOV: 1. Chris Cumbo (Yam); 2. Larry Williams (Suz).

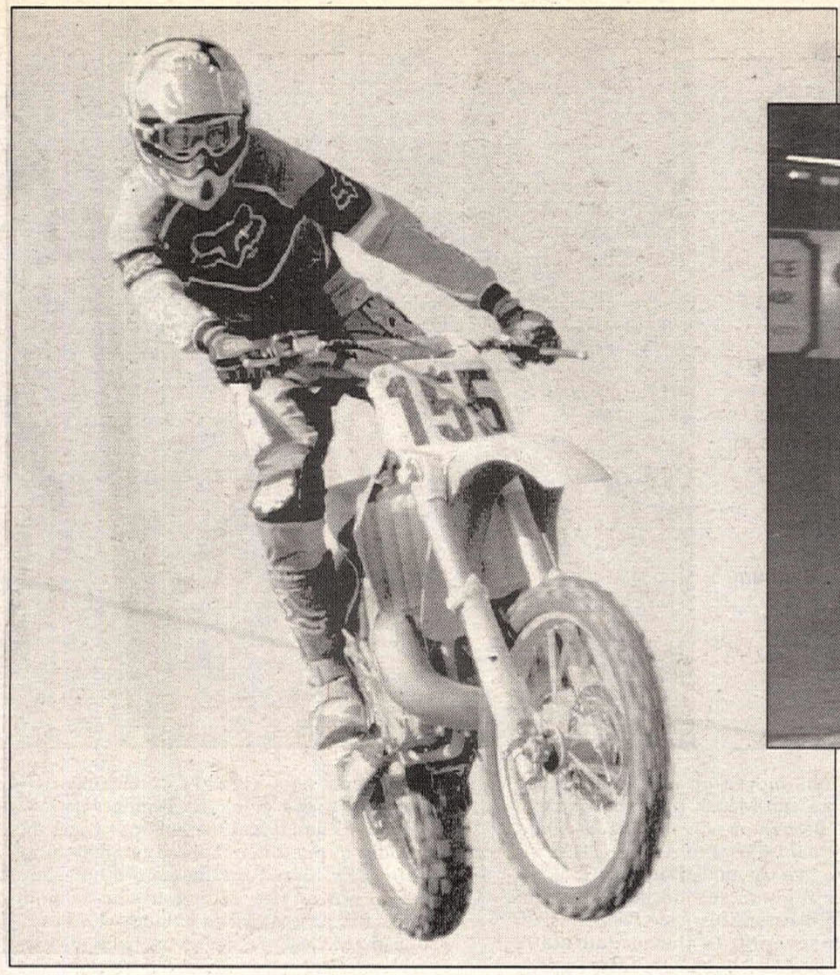
O/T AMA: 1. Don Meiner (Yam); 2. Richard Bealer (Yam); 3. Jeff Hawthorne (Suz); 4. Steve Jennings (Suz).

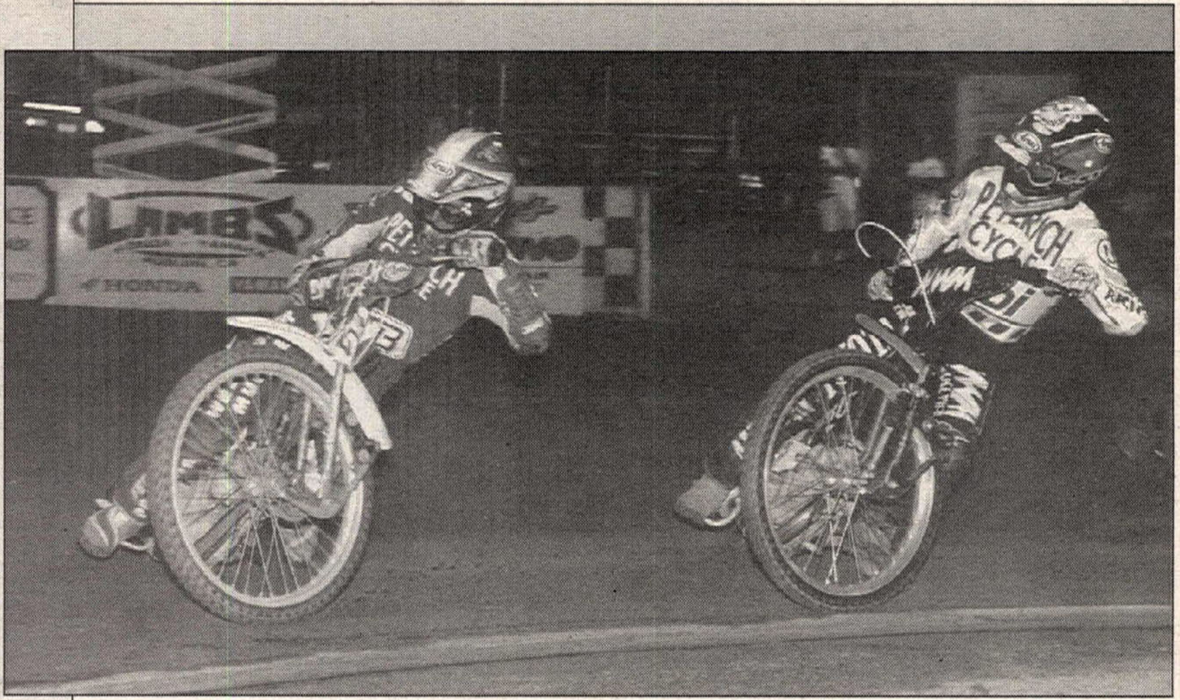
O/T NOV: 1. Frank Derby (Yam); 2. Richard Styelke (Suz); 3. Asker Larnkjaer (Yam); 4. Bob Alloy (Kaw).

O/T EX: 1. Louie Springer (Yam); 2. Boil Blyth (Kaw); 3. Kirk Freeman (Yam); 4. Chris Cumbo (Yam); 5. Larry Williams (Suz).

O/T MSTR: 1. Fred Willis (Kaw); 2. Glenn Perry (Kaw).

WMN: 1. Aubriana Dunn (Yam); 2. Bridgette Carrillo (Yam); 3. Elizabeth Basj (Yam); 4. Carole Franks (Hon).





(Above) Bart Bast closes in on leader Tommy Hedden at the Handicap main in Auburn, California.
(Left) Josh Mason was the winner in the 250cc Novice ranks during round seven of the GFI at Night Motocross Series, held at the Los Angeles County Raceway.

Burkhart back in battle at Action Sports

By Rupert X. Pellett

NELSONVILLE, OH, AUG. 1
After having most of the year off, nursing a variety of nagging injuries, Honda-mounted Mark "Junior" Burkhart returned to racing with vigor. The Pickerington youngster won three out of four Pro motos on his way to both the 125cc- and 250cc-class wins at this obstacle-infested race track. Charlie Dunaway offered early opposition in the first 125cc moto as he chased Burkhart (who absconded with the holeshot) to the checkers, with Tommy Collier on his Suzuki in tow in third. Moto two saw a refreshed and more dominant Burkhart quickly jamming his Honda to the front, leaving the pack to fight among themselves. Again Dunaway scrapped for second place ahead of third-placed Collier and fourth-placed Mike Morgan. The initial 250cc moto would see a fired-up Dunaway steal a killer holeshot and maintain a big lead over the entire pack for an undisputed victory. Burkhart would suffer a poor start and work his way to an eventual second place over Collier's third spot. The final 250cc Pro moto was all Burkhart, as he ran off with the win and the overall. Dunaway was tripling over a tricky set of jumps after a corner that seemingly helped his cause in both motos, but Burkhart used smart, hard riding to negate Dunaway's jumping skills. In Veteran-class action, Marty Berberich was perfect. The Fairborn, Ohio, rider whipped his Honda to two quick moto wins over second-placed Troy Karshner and the rest of the 14-rider field. In 250cc amateur action, it was Sharon, West Virginia's Greg Smith who was going fast as the KTM-mounted rider railed to 2-1 finishes to take the trophy in the 250 B class. In the 16-24 class, Jason Frecker of Pomeroy, Ohio, went to warp speed; the Honda rider easily ran off with both wins in this challenging class.

Results

50 P/W: 1. Ryan Wolfe (Yam); 2. Justin Shannon (Yam); 3. Nick Eing (Yam); 4. Cherokee Gang (Yam); 5. Tyler Fife (Yam).

50 (4-6): Ben Danforth (Cob); Cameron Ford (KTM); 3. Tyler Fife (Lem); 4. Jeb Conkey (Lem); 5. Kiefer Standley (Cob).

50 (7-8): 1. Levi Kilbarger (Cob); 2. Colby McCutcheon (Cob); 3. Brandon Williams (KTM); 4. Scottie Colburn (Cob); 5. Ryan Brumfield (Cob).

65: 1. Tyler Bowers (Kaw); 2. Nathan Saving (Kaw); 3. Tommy Pellett (Kaw); 4. Allen Nutter (Kaw); 5. Chris Chapman (Kaw).

MINI JR: 1. Nick Carroll (Kaw); 2. James Lang (Hon); 3. Ty Grubb (Suz); 4. Ty Bowers (Kaw); 5. Phillip Kinnison (Suz).

MINI SR: 1. David Herb (Kaw); 2. Derek Sturgell (Kaw); 3. Chris Leadbeater (Hon); 4. Jeramy Karshner (Hon); 5. Andrew Hyder (Kaw).

SCHBY: 1. Andy Willard (Suz); 2. A.J. Meade (Suz); 3. Mark Diehl (Suz); 4. David Herb (Kaw); 5. Andy Whitelow (Hon).

125 PRO: 1. Mark Burkhart (Hon); 2. Charlie Dunaway (Yam); 3. Tommy Collier (Suz); 4. Mike Morgan (Yam); 5. Craig Billingsley (Yam).

125 B: 1. Josh Martin (Suz); 2. Justin Terrell (Suz); 3. James Chapman (Hon); 4. A.J. Meade (Suz); 5. Andy Willard (Suz).

125 C: 1. Andy Whitelow (Hon); 2. Eric Thompson (Hon); 3. Ryan Williams (Hon); 4. Brad Ward (Suz); 5. Jason Sheets (Suz).

250 PRO: 1. Mark Burkhart (Hon); 2. Charlie Dunaway (Kaw); 3. Mike Morgan (Kaw); 4. Tommy Collier (Suz); 5. Doug Flinner (Yam).

250 B: 1. Greg Smith (KTM); 2. Justin Terrell (Suz); 3. Jamie Smith (Suz); 4. Nick Nuttle (Yam); 5. David Sewell (Kaw).

250 C: 1. Barry Taylor (Kaw); 2. Pete Hapner (Kaw); 3. Josh Kelly (Kaw); 4. David Saunders (Hon); 5. Greg Spradlin (Yam).

16-24: 1. Jason Frecker (Hon); 2. Josh Martin (Suz); 3. Jamie Smith (Suz); 4. Chris Smith (Suz); 5. Brian Duston (Yam).

25+ A: 1. Doug Flinner (Yam); 2. Mike Morgan (Kaw); 3. Mike Blair (Suz); 4. Don Edwards (Hon).

25+ B: 1. Tom Moore (Suz); 2. Scott Gainer (Kaw); 3. Marty Berberich (Hon); 4. Rob Bingman (Suz); 5. Mark McDaniel (Yam).

30+: 1. Marty Berberich (Hon); 2. Troy Karshner (Suz); 3. Scott Gainer (Kaw); 4. Douglas Mohr (Yam); 5. James Burton (Kaw).

OPEN B: 1. Jerry Caldwell (Kaw); 2. Douglas Mohr (Yam); 3. Dave Osbourne (Hon); 4. Mark McDaniel (Yam); 5. Fred Ellis (Kaw).

Masons master GFI Motocross at LACR

By Greg Robertson

PALMDALE, CA, AUG. 8
Mike Mason came from out of the pack to collect the 125cc Intermediate-class win. Meanwhile, Josh Mason (no relation) took the easier route and used a pair of good starts to sweep the 250cc Novice ranks during round seven of the GFI at Night Motocross Series, held at Los Angeles County Raceway.

The opening round of 125cc Intermediate action saw Travis Smith with the early lead over Chris Tocco and Dustin Miller. Mike Mason adapted to the shifting sands of LACR rather quickly to come from his midpack start to pass Smith for the lead by lap two. Mason held on for the win, with Smith keeping him honest the entire distance. Tocco held off Miller and Chris Sprenkel for third.

Chris Thompson put his Suzuki at the front of the pack when the gate dropped in the second moto and ran out front for a couple of laps before Dustin Ryley moved into the lead. Ryley made up for his disappointing ninth-place showing in the first moto by taking the second-moto win ahead of Thompson. Mason, who spent the moto passing people after a bad start, got around Smith for third on the final lap to sew up the overall with a 1-3 score. Thompson's 6-2 was just enough to top Sprenkel's 5-4 for second overall.

The first 250cc Novice moto belonged to John Mason right from the drop of the gate. The KX250 rider was untouchable and easily took the win. Warren Tittlemier passed Cole McCarty and Ron Orner early in the moto to finish second.

YZ250-mounted Orner was quickest out of the gate in the second round. Mason was running a close second and with just over a lap completed he was out front and pulling away. Mason continued on uncontested to claim the overall with a perfect 1-1 score. Tomas Ponce De Leon passed Orner on the final lap for the runner-up position. Chris Reed also put a last-lap pass on Orner to secure second overall with 5-3 finishes. Orner's 4-4 edged out Ponce De Leon's 7-2 for third in the final standings.

Results

50 STK (4-6): 1. Nic Paluzzi (Cob); 2. Bret Downey (Cob); 3. Chase Lippie (KTM); 4. Brandon Doll (Act); 5. Bryce Stewart (KTM).

50 STK (7-8): 1. Blake Harber (Cob); 2. Andrew Couto (KTM); 3. Chris Bell (Lem); 4. Cale Summerford (KTM).

50 OPEN: 1. Bill Ballestero; 2. Bret Downey (Cob); 3. Casey Huntley (KTM); 4. Daniel Dentro (Yam); 5. Danny Gonzalez.

60 F/T: 1. Chase Lippie (Kaw).

60 BEG: 1. Michael Raines (Kaw); 2. Danny Gonzalez (Kaw): 3. David Medina (Kaw); 4. Blake Harber (Kaw); 5. Shawn Butler (Kaw).

60 NOV: 1. Trent Pugmire (Kaw); 2. Justin Mulford (Kaw); 3. Chad Gores (Kaw); 4. Kyle Jenkins (Kaw); 5. Bobby Hesse (Kaw).

60 OPEN: 1. Robert Memoli (Kaw).

80 BEG: 1. Sean Borkenhagen (Kaw); 2. Edwin Teran (Yam); 3. Michael Serrato (Yam); 4. Michael Raines (Suz); 5. Brett Rothas (Kaw).

80 NOV: 1. Ryan Roybal (Hon); 2. Chris McDaniel (Hon); 3. Michael Parks (Hon); 4. Ryan Riess (Yam); 5. Randall Hall (Kaw).

80 INT: 1. Erik Meyer (Yam); 2. Nick Alvarez (Hon); 3. Anthony Bruscella (Yam); 4. Nick Jarrett (Hon); 5. Micky Griffin (Yam).

S/MINI: 1. Micky Griffin (Yam); 2. Chris McDaniel (Hon); 3. Anthony Bruscella (Yam); 4. Brandon Staddan (Yam); 5. Scott Buttrell (Yam).

B/W: 1. Louie Santiago (Hon).

125 BEG: 1. Bobby Bloodworth (Hon); 2. Johner Falkner (Hon); 3. Israel Ochoa (Suz); 4. Rob Styron (Suz); 5. Bobby Schuler (Yam).

125 NOV: 1. Tim Weigand (Yam); 2. Sean O'Connor (Yam); 3. Donnie Durrer (Yam); 4. Richie Owens (Yam); 5. Adan Bisso (Kaw).

125 INT: 1. Mike Mason (Suz); 2. Chris Thompson (Suz); 3. Chris Sprenkel (Yam); 4. Chris Tocco (Yam); 5. Dustin Ryley (Hon).

125 PRO: 1. Christopher Gosselaar (Hon); 2. Don Upton (Yam); 3. Eigo Sato (Suz); 4. Andreu Labrador (Yam).

250 BEG: 1. Justin Eide (Hon); 2. Geoffrey Burton (Suz); 3. Mike Ryer (Suz); 4. Jerrod Paulson (Yam); 5. Shane Ramey (Hon).

250 NOV: 1. Josh Mason (Kaw); 2. Chris Reed (Kaw); 3. Ron Orner (Yam); 4. Tomas Ponce De Leon (Yam); 5. Cole McCarty (Kaw).

250 INT: 1. Robbie Dunham (Yam); 2. Travis Smith (Kaw); 3. Tod Sciacqua (Kaw); 4. Nick Mairose (Suz); 5. Brent Gilliam (Kaw).

250 PRO: 1. Andrew Ellis (Yam).

500 BEG: 1. Ress Benson (Hon).

500 NOV: 1. Doug Chiapuzio (Kaw); 2. Norm Schiel (Hon).

4-STRK: 1. Bryan Nelson (Yam).

25+ BEG: 1. Damon Podolony (Yam); 2. Jeff Paull (Kaw); 3. Jason Schearer (Yam); 4. Wayne Brewster (Kaw); 5. Rigo LaFontaine (Kaw).

25+ NOV: 1. Chris Reed (Kaw); 2. Robin Hall (Yam).

25+ INT: 1. Justin Peltier (Yam); 2. Chris Turner (Kaw).

25+ EX: 1. Bill Sauro (Hon).

30+ BEG: 1. Steve Ewing (Hon).

30+ NOV: 1. C.T. Falk (Yam); 2. Gary Thompson (Yam); 3. Scott Freeman (Yam); 4. John Jackson (Kaw); 5. Robert Briggs (Kaw).

30+ INT: 1. Vince Baioni (Hon).

30+ PRO: 1. Joe Hopkins (Kaw); 2. Bryan Nelson (Yam); 3. Jon Zahrt (Kaw).

35+ NOV: 1. Darren Staffer (Hon); 2. C.T. Falk (Yam); 3. Milton Mize (Hon); 4. Jack Miller (Yam).

35+ INT: 1. Darrell Sanders (Yam); 2. Bryan Davy (Hon).

40+ NOV: 1. Mark Heese (Yam); 2. Ress Benson (Hon); 3. Bob Dunham (Yam); 4. Rick Kantazar (Hon).

40+ EX: 1. Rod Richardson (Yam); 2. Steve Clark (Yam); 3. Willie Kennedy (Hon); 4. Norm Schiel (Hon); 5. Bob Shimp (Yam).

Hicks continues Speedway surge

By M. Sober
Photo by Michael Kirby

AUBURN, CA, AUG. 7
Bob Hicks continued his recent assault on the 1998 Speedway Scratch racing program with his second straight Scratch main-event win at the Gold Country Fairgrounds in Auburn. Northern California Speedway points leader Bart Bast took the win in the Handicap program. In Second Division action it was another Bast - Harlan Sr. - who took the checkered flag. The Third Division victory went to Ole Odekirk. Bryan Yarrow won the First Division Junior finale, and the Second and Third Division Junior main wins went to Matt Browne and Mark Carillo. In the Scratch main, Bob Hcks got away second to Charlie "The Edge" Venegas, who drew starting lane three. Rose Racing's Jimmy Sisemore, who had to switch to his backup bike at the last minute due to mechanical ills, was stationed in gate two and was out of the blocks right behind Hicks. Bast gated last and fell in behind Sisemore from his outside lane-four draw. Venegas was cleanly away and clearly led the quartet through the first set of turns, but bobbled off the groove coming out of turn four. This allowed Hicks and Sisemore to sneak inside of Venegas. Bast also managed to move up, dropping Charlie to fourth place before two laps were done. Once in front, Hicks drove his Showgirls/City Limits/Arai/Bill Warnock/David Clifton Jawa to the win. Sisemore and Bast were second and third.

"I don't know what's going on," laughed Hicks as he strode off the track after the podium celebration. "I'm afraid to change anything. I'm even wearing the same socks that I wore here and at Cal-Expo last week."

In the Handicap program, Bast made a lap-four pass of Tommy Hedden to claim the victory aboard his Auburn Toyota/Peterich Cycle/Arai/Wendy Jawa. Robert Curry, who has lately made a habit of leading the Handicap finale in the early stages, was again the first to lead the race from his 20-yard starting position. Curry, later injured in the Scratch consi, stayed in front until lap three, when Hedden nudged him aside to take over the front-running spot. However, Hedden's run at the front was short-lived, when Bast made his bid for - and succeeded in taking - the win in the evening's richest Handicap race. Hedden, whose brother Bobby didn't race due to his impending nuptials on Saturday, was second, while third, fourth and fifth went to Hicks, Sisemore and Curry.

In Second Division action, Bast Welding's Harlan Bast brought the crowd to its feet with a lap-three pass of Bill Newby to claim the victory. Bast, who came from the 30-yard line, had to wait for one restart after Newby helped Eric Veale through the turn-two crash wall, during a wild first-turn melee. Amazingly, Veale made the restart, but he was taken wide and ended his night on the sidelines with a sixth-place finish. Bast, aboard an old Weslake motorcycle, stuck to the quicker inside line. He systematically chased down Newby little by little until he had the win.

"I got 'em going in that time," was all the smiling senior Harlan would say after the meeting, pleased with his night's work.

In the Junior Speedway events, Bryan Yarrow rode to victory in the First Division, while the Second and Third Division wins went to Matt Browne and relative newcomer Mark Carillo.

Results

SCR: 1. Bob Hicks (Jaw); 2. Jimmy Sisemore (Jaw); 3. Bart Bast (Jaw); 4. Charlie Venegas (GM).

HDCP: 1. Bart Bast (Jaw); 2. Tommy Hedden (Jaw); 3. Bob Hicks (Jaw); 4. Jimmy Sisemore (GM); 5. Robert Curry (Jaw).

D-2: 1. Harlan Bast (Wes); 2. Bill Newby; 3. George Snodgrass; 4. Bill Thomas.

D-3: 1. Ole Odekirk; 2. Donny Powell; 3. Kirby Manchester.

D-1 JR: 1. Bryan Yarrow (Wes); 2. Eric Carillo (Jaw); 3. A.J. Jones (Wes).

D-2 JR: 1. Matt Brown; 2. J.T. Mabry; 3. Jonathan Curry.

D-3 JR: 1. Mark Carillo; 2. Ray Linn; 3. Brenton Bast.

Holt ogles Oglethorpe trophies

By Rusty Lowry

SAVANNAH, GA, AUG. 1
West Coast vintage racer Brad Holt made the most of his trip back East by picking up a pair of AHRMA Sportsman-class wins at a very fast and smooth Oglethorpe Speedway on a brace of speedy Bultaco Astros.

Steady rains on Friday washed out the northern Georgia speedway's weekly car races and left the D-shaped half mile in absolutely perfect shape for AHRMA's 10th dirt track National in 1998. Though persistent rumors of

(Left) Cory Keeney won five of six motos at the Spring Creek Motocross in Millville, Minnesota. (Right) Matt Simpson dominated the large 125cc Beginner class with a two-moto sweep at the Friday Night Stadium Cross, held at the Antelope Valley Fairgrounds.

more rain kept a few folks away, close to 60 riders took advantage of the hospitality offered by the Atlanta Motorcycle Club to put together an evening of close and competitive vintage racing.

The brakeless classes ran first. Chicago's George Wills overcame a slow start on his Dale's Harley-Davidson-sponsored WR handshifter to motor to the front. He took the Dinosaur win by a comfortable margin over a very tight race for second between Beno Rodi and Bill Worthington. Worthington hounded Rodi for four laps before sliding his Triumph underneath in turn four and holding on for the second-place prize.

Wills made it two when he applied Worthington's turn-four tactics to Rusty Lowry in the Classic 500/700cc feature. Wills finished second in the heat race and trailed Lowry's Harley KR until the last corner. Wills grabbed the lead when the Maryland rider slipped high and lost just enough momentum for Wills to punch past for the checkered flag. Donnie Warf made it an all-Harley podium by putting his 350cc Sprint into a solid third.

Reigning class champion John Bova regained the championship points lead in Classic 250cc. He won the feature on a bike he bought from Warf earlier in the evening after blowing up his Sonicweld Bultaco's engine in practice. Championship rival Carl Forkey managed to salvage fourth after a horrible start, with his Harley Sprint coughing and spitting all the way into the first corner before clearing out and revving up to operating speed. Dead last on lap one, Forkey steadily worked his way past six riders in six laps to grab the best non-Bultaco finish, behind Bova, Maurice Ortega, and John Daniels.

Holt made his presence felt for the first time in the Sportsman 250cc race. He ran wheel to wheel with New York's John Plumb for the first half of the main event before pulling just ahead for the win. Dave Scheffer chased the pair across the line in third, ahead of the night's largest field of riders. Holt apparently liked winning so much that he easily repeated his performance in Sportsman 600cc, finishing comfortably ahead of Scott Campbell's Yamaha in the eight-lap final.

The big 750s rumbled to the line to open a new era in AHRMA dirt track, with the first race since George Richtmeyer's return to the Pro ranks (which makes him ineligible for AHRMA vintage races). Alabamian John Skinner got the holeshot and put his number-66 Triumph out front while Darrell Bryant and Plumb gave pursuit. Plumb shook clear of the Yamaha rider and ran in Skinner's tire tracks, able to catch up to but not pass the front-runner. Skinner seemed to have just a little better jump off of the corners and held off Plumb for his first win in some time on the vintage circuit.

The Over 50 Senior class closed out the evening with some real home cooking as three of the top four finishers were members of the sponsoring Atlanta Motorcycle Club. Yamaha 750cc-mounted Dwayne Montgomery was never seriously challenged by interloper Gary Brennan on a Triumph twin. Montgomery's fellow club members Rodi and Charles Goman chased each other for third; Rodi took it.

Results

DINO: 1. George Wills (H-D); 2. Bill Worthington (Tri); 3. Beno Rodi (Enf); 4. Charles Goman (Mat).

Classic 250: 1. John Bova (Bul); 2. Maurice Ortega (Bul); 3. John Daniels (Bul); 4. Carl Forkey (H-D); 5. Mike Metzler (Tri).

CLSSC 500/750: 1. George Wills (H-D); 2. Rusty Lowry (H-D); 3. Donnie Warf (H-D); 4. Mike Metzler (Tri); 5. Scott Fluck (BSA).

VET (NON-C'SHIP): 1. John Skinner (Tri); 2. Mike Barber (Yam); 3. Scott Fluck (Yam).

SPTSMN 250: 1. Brad Holt (Bul); 2. John Plumb (Yam); 3. Dave Scheffer (H-D); 4. Leland Prewitt (Yam); 5. Keith Bryant (Yam).

SPTSMN 600: 1. Brad Holt (Bul); 2. Scott Campbell (Yam); 3. Jack Southall (Bul); 4. Maurice Ortega (Bul); 5. Clay Pickren (Hon).

SPTSMN 750: 1. John Skinner (Tri); 2. John Plumb (Tri); 3. Darrell Bryant (Tri); 4. Joe Gately (Tri); 5. Mike Barber (Yam).

SR: 1. Dwayne Montgomery (Yam); 2. Gary Brennan (Tri); 3. Beno Rodi (Wes) 4. Charles Goman (Mai); 5. Charles Pickren (Hon).

Keeney clobbers Spring Creek Motocross

By George and Karen Hodkinson

MILLVILLE, MN, JULY 26

Cory Keeney was back on hand at Spring Creek's last amateur event before the 125/250cc Pro Nationals come to town. Only the slight mishap of going down in one moto kept Keeney from stealing the wins in three classes. Keeney won five of six motos on his Gary's Racing Products/FMF/Xtreme/Pro Action/Sunstar-backed YZs in the Over 25 A, 250cc and 125cc A classes. Keeney's appearances have been a definite treat for Minnesota motocross fans and racers this summer, as he rode the entire Supercross AMA series. Keeney is now electing to stay around home during most of the National series. Keeney's one mistake held him to second overall in the 250cc A class with a 4-1 score behind Brandon Backes, who tallied a 1-2 finish. Backes, who is making a strong comeback after a few years away from the sport, has enough points to grab the overall. The event - round five of the 1998 Spring Creek Super Series - saw more than 700 entries from all over the Midwest and Canada.

The 125cc A class saw 20 racers line up on the gate, trying their luck on pro day against the National racers. At the start of moto number one, Keeney grabbed the holeshot, followed by Scott Meyer riding his REP/Pro Circuit/Smith-backed YZ, with Todd Fletcher of South Dakota on a Honda in third.

The sand-wash section of Spring Creek has been extra-soft due to floods. Keeney appeared away from the section when the riders emerged, and Meyer fell back. Fletcher moved into second, followed by locals Pat Ready, Mike Kann, Tim Pospisil and Mike Luoma. By the end of the first lap, Keeney had already pulled an eight-second lead on the second-place rider, who was now Kann, and Ready, Fletcher, Luoma and Pospisil were all close. By the second lap, Keeney pulled another three seconds on Kann, which gave Keeney an 11-second lead as Kann held a nine-second lead on Ready in third. At the end of the six-lap race, Keeney came in first, Kann was all alone in second, Ready was alone in third, Fletcher came in fourth, Meyer moved back up into fifth, and Ed Lejchar was sixth.

At the start of moto two, it was once again Keeney and Meyer in the top two spots. Dan Johnson was in third off the gate, giving the top three spots in turn one to YZs. As Meyer and Johnson apparently had problems in the sand wash, Keeney emerged with a 10-second lead on the pack, with Fletcher in second, Lejchar in third, Kann in fourth and Todd Doroff in fifth. At the end of lap one, Lejchar blazed into second, with Kann moving into third, followed by Fletcher, Doroff, Matt Wahaz and Nathan Franse. Kann would get by Lejchar on lap two through the sand wash and settle into second behind Keeney the rest of the field. Keeney would go on to take the win with well over a 30-second lead over Kann in second. Ready would work his way into third by the end of the race, with Lejchar fourth, Fletcher fifth and Luoma sixth.

In 125cc B action, Brandon Hagedorn grabbed the holeshot ahead of the 40-rider pack, with Matt Blaiser, Nathan Siebenaler and Bill Medek behind. After the first lap, Hagedorn was starting to pull out a lead as Medek moved up into second; Blaiser was in third, Tim Zebro fourth, Dennis Kuiken fifth, and Nate Broughton moved up into sixth. By lap two, Hagedorn and Medek were still first and second, with Broughton now moving into third on his FMF/MSPI EVS/Pro Action CR125. At the end of the five-lap moto, Hagedorn took the win, with Broughton second, Medek third, Zebro fourth, Blaisser fifth, Jesse Berghan sixth and Kuiken seventh. In the second moto, Medek grabbed the holeshot, followed by Hagedorn, Charles Barrett and Broughton. After the sand-wash section, Broughton blitzed into the lead and pulled away from the rest of the pack for the remaining 4 1/2 laps to take the moto win and the overall. Hagedorn pulled off after the first lap, and Medek had a battle early on with Berghan and Barrett. Medek was able to take second in the moto, with Berghan third, Barrett fourth, Zebro fifth and Kuiken sixth.

Results

MICRO MINI P/W D-1: 1. Nicholas Brackett; 2. Travis Canpa; 3. Mike Lentz; 4. Logan Marvin; 5. Alec Biorn.

MICRO MINI P/W D-2: 1. Nicholas Nesbitt; 2. Corey Rudolph; 3. Derek Marquett; 4. Brad Burt; 5. Cody Yule.

MICRO MINI (4-6): 1. Elliot Kastner; 2. Cole Seaton; 3. Matt Linquist; 4. Calvin Knoll; 5. Jeff Nagel.

MICRO MINI (7-8): 1. John Heinlein III; 2. Chad Schmidt; 3. Kyle Ohland; 4. Brian Robin; 5. Mike Malachesen.

P/W: 1. Bruce Dehn; 2. Kody Schantzen; 3. James Lorr; 4. Jesse Goskey; 5. Brett Nagel.

MINI JR (7-11): 1. Jason Johnson; 2. Kody Schantzen; 3. Spencer Dally; 4. Anthony Judnick; 5. John DeOtis.

MINI JR (12-13): 1. Justin Brayton; 2. Brett Ohland; 3. Adam Deal; 4. Josh Rolbiecki; 5. Joseph Ettesvold.

MINI SR (14-15): 1. Jack Lorr; 2. Jim Paul; 3. Lance Kruse; 4. Kyle Schantzen; 5. Collin Butze.

OPEN MINI (10-15): 1. Brett Ohland; 2. Jack Lorr; 3. Adam Deal; 4. Kyle Schantzen; 5. John Dehn.

YTH: 1. Nathan Broughton; 2. Bobby Widman; 3. Mike Evenson; 4. Jared Lewis; 5. Justin Brayton.

16-24 A: 1. Brandon Backes; 2. Mike Kann; 3. Mike Luoma; 4. Pat Ready; 5. Jeremy Labeau.

16-24 B: 1. Troy Goehrs; 2. Billy Medek; 3. Brandon Hagedorn; 4. Tim Zebro; 5. Steve Drewlo.

16-24 C-1: 1. Kasey Luby; 2. Andy Wherley; 3. Josh Harens; 4. Ryan Cummings; 5. Jeremy Stuber.

16-24 C-2: 1. Eric Gelber; 2. Bobby Penders; 3. Richard Kissner; 4. Jesse Peltier; 5. Patrick Shreiner.

25+ A: 1. Cory Keeney; 2. Noel Kohanski; 3. Mike Dakovich; 4. Bruce Gates; 5. Mickey Mickelson.

25+ B: 1. Jason Klubben; 2. Bern Seleski; 3. John Oelkers; 4. Jeff Netzer; 5. Richard Burns.

25+ C: 1. Bryan Hansen; 2. Doug Tessner; 3. Lonny Brown; 4. Norman Miesen; 5. Mike Weiler.

VET A: 1. Bruce Gates; 2. Mickey Mickelson; 3. Bryan Hunt; 4. Scott Steinle; 5. Robert Halstead.

VET B: 1. Jeff Netzer; 2. John Oelkers; 3. Bern Seleski; 4. Tom Peterson; 5. Mike Roen.

VET C D-1: 1. Mike Weiler; 2. Lonny Brown; 3. Tim Walker; 4. Lawrence Butts; 5. Tim Tantnan.

VET C D-2: 1. Dan Carstensen; 2. Norman Miesen; 3. Boyd Peterson; 4. Dan Lacroix; 5. David Hein.

SR 40+ A: 1. Jack Parenteau; 2. Jay Holst; 3. Randy Nagel; 4. Roger Schellhammer; 5. Johnny DeOtis.

SR 40+ B: 1. Ken Kraus; 2. Robert Seleski; 3. Brian Cole; 4. Gary Buse; 5. Mike Bauer.

SR 40+ C: 1. Gary Groth; 2. Joseph Bentfield; 3. Mike Quinn; 4. Mark Goodrich; 5. Robert Mika.

S/SR 50+: 1. Hank Bronowicz; 2. Len Fazendin; 3. Jim Denevan; 4. Jerry Schauer; 5. Robert Wistedt.

WMN: 1. Tiffany Rumpca.

125 A: 1. Cory Keeney; 2. Mike Kann; 3. Pat Ready; 4. Todd Fletcher; 5. Edward Lejchar.

125 B: 1. Nathan Broughton; 2. Billy Medek; 3. Jesse Berghan; 4. Tim Zebro; 5. Charles Barrett.

125 C 1: 1. Bobby Widman; 2. Josh Carlson; 3. Ben Johnson; 4. Robert Weyenberg; 5. Paul Langer.

125 C-2: 1. Jared Lewis; 2. Tony Robertson; 3. Jesse Johnson; 4. Matt Judnick; 5. Jesse Peltier.

250 A: 1. Brandon Backes; 2. Cory Keeney; 3. Mike Kann; 4. Bruce Gates; 5. Mike Luoma.

250 B: 1. Ray Schlegel; 2. Richard Burns; 3. Steve Drewlo; 4. Jacque Poquette; 5. Doug Bohn.

250 C: 1. Kasey Luby; 2. Bryan Hansen; 3. Mark Yahna; 4. Craig Anderson; 5. Ry Nelduas.

Simpson takes Antelope Valley Stadium Cross finale

By Greg Robertson

LANCASTER, CA, JULY 31

The fifth and final round of Full Blown Promotion's Friday Night Stadium Cross Series, held at the Antelope Valley Fairgrounds, saw Matt Simpson pilot his CR125 to a dominating two-moto sweep over a large 125cc Beginner class.

Peyton Schmidt had the honor of being the only rider to put a wheel ahead of Simpson all night, as he snared the first-moto holeshot. Simpson was on fire, getting around Schmidt within a few turns and then pulling out a 10-second lead after just one lap on the track. Charles Dana worked his way around Jeff Verseput and Schmidt to run second, but by then Simpson was long gone with the win. Corey Murphy came from his 10th-place start to almost catch Dana on the last lap for a close third, ahead of Schmidt and Jonathan Gilliam.

Schmidt grabbed the early lead heading into the first turn in moto two and he slowly increased his lead to more than 20 seconds by the waving of the checkered flag. Donnie Weber ran second the entire moto and almost got nipped at the checkers by Murphy, who once again was forced to work up from a bad start. Murphy went 3-3 for second overall. Gilliam used 5-5 rides for third over the 9-2 of Weber.

Chris Elliott went wire to wire for the 125cc Novice first-moto win. C.J. Tisinger had an impressive first try in the Novice ranks, holding off Donnie Durrer and J.J. Bonanno to finish in second place.

Durrer and Elliott argued over the second-moto lead up until the final lap, when Elliott bobbled with just two turns left. Elliott still collected the overall, with his 1-2 topping Durrer's 3-1. Bonnanno finished a close third for third overall.

KTM riders Chris Plouffe and Corey Bernatz split Pee Wee Beginner moto wins, with Plouffe coming out on top in round two for the overall. Ethan Flores went 3-3 for third over Aaron Lorek and Donny Griffin.

Throttle-happy "Wild Bill" Ballestero swept the Super Pee Wee class and then went 1-2 for the Pee Wee Modified (7-8) win, too. Jake Canada was runner-up to Ballestero in both classes on his Cobra.

Results

P/W BEG: 1. Chris Plouffe (KTM); 2. Corey Bernatz (KTM); 3. Ethan Flores (KTM); 4. Aaron Lorek (Hon); 5. Donny Griffin (Lem).

P/W S/STK (0-6): 1. Cody Farrar (KTM); 2. Chris Plouffe (KTM).

P/W S/STK (7-8): 1. Daniel Kariger (KTM); 2. Jake Canada (Cob); 3. Matthew Richardson (Cob); 4. Marcus Carillo (Lem); 5. Douglas Allen (Cob).

P/W MOD (0-6): 1. Cody Farrar (KTM).

P/W MOD (7-8): 1. Billy Ballestero; 2. Jake Canada (Cob); 3. Matthew Richardson (Cob); 4. Marcus Carillo (Lem).

P/W 80: 1. Richard Steele (Hon).

S/P/W: 1. Billy Ballestero; 2. Jake Canada (Cob); 3. Matthew Richardson (Cob).

60 BEG: 1. Nicholas Sanchez (Kaw); 2. Andrus Mayol (Kaw); 3. Shana Rhinehart (Kaw); 4. Jennifer Parks (Kaw); 5. Jeremy Reddell (Kaw).

60 (0-8): 1. Justin Mulford (Kaw).

80 BEG: 1. Ryan Tisinger (Kaw); 2. C.J. Mahon (Yam); 3. Justin Mulford (Kaw); 4. Bonnie Kelly (Yam); 5. Brett Crivier (Kaw).

80 NOV: 1. Nicholas Hensley (Yam); 2. Adam Gragg (Yam); 3. Cory Redinus (Suz).

80 INT: 1. Donnie Gritton (Kaw).

125 BEG: 1. Matt Simpson (Hon); 2. Corey Murphy (Hon); 3. Jonathan Gilliam (Hon); 4. Donnie Weber (Kaw); 5. Jeff Verseput (Yam).

125 NOV: 1. Chris Elliott (Yam) ; 2. Donnie Durrer (Yam); 3. J.J. Bonanno (Yam); 4. Rob Hall (Yam) ; 5. C.J. Tisinger (Suz).

125 INT: 1. Raymond Smith (Yam); 2. Eric Anderson (Yam); 3. George LaMonte (Hon).

125 PRO: 1. Jeremy Chaussee (Kaw); 2. Donald Upton (Yam).

250 BEG: 1. Erik Jepson (Hon); 2. James Zeutzius (Hon); 3. Andrew Nixon (Hon); 4. Travis Taylor (Hon); 5. Clayton Riley (Suz).

250 NOV: 1. Josh Mason (Kaw); 2. Nick Jerome (Suz); 3. Damon Podolny (Yam).

JR VET BEG: 1. Jose Zunigo (Yam).

VET BEG: 1. Mike Carr (Hon); 2. Russ Schouler (Hon); 3. Kenny Kopecky (Kaw); 4. David Randall (Hon); 5. Ken Lipp (Kaw).

VET INT: 1. Jerry Hensley (Yam).

SR BEG: 1. Rick Parks (Hon); 2. Larry Hipp (Hon); 3. Jack Gilliam (Hon).

SR NOV: 1. Darrell Smith (Kaw).

Keeney cashes in at Jordan Budweiser Supercross

By George and Karen Hodkinson

JORDAN, MN, AUG.7

Cory Keeney was the rider to beat tonight in the Pro class at round five (of six) at the Jordan Budweiser supercross, held at the Scott County Fairgrounds. Keeney faced a few new faces of competition, and he won the event. He is also the points leader in the Pro class with one round left in two weeks. A crowd of 500 people watched the 120 racers do battle on the newly designed course. The course was not only run in the reverse direction, it was also changed slightly. Racers were definitely happy with the changes. Racers were also showered with free products and certificates from motorcycle-related businesses, and numerous prizes were given away by many of the event sponsors.

Keeney would be the odds-on favorite, being the only National-level rider to make this round. Keeney was the winner of the Pro heat race going away on his Xtreme/GRP/Pro Action/Sunstar/FMF-backed YZ250.

As a newcomer to the track, Mike Atkinson made the trip down from Becker to run a solid second on his Trackside Racing-backed YZ250. Erik Kowalik took third. Lee Theis made his debut appearance on the course he designed and took fourth, and another newcomer - Brent Stevenson - took fifth.

In the main event, rain started to fall on the course, making it slightly slippery. After a first-turn pileup, which claimed all but two of the eight pros, there was a restart. Keeney grabbed the holeshot, followed by Mike Luoma and Atkinson. At the end of lap one, the order was Keeney, Atkinson, Theis, Kowalik, Stevenson, Luoma and Scott Steinle. By the second lap, Theis had slipped back in the pack, with his goggles removed, as Keeney started to pull a slight edge in the slick conditions. At the midway point of the race - six out of 12 laps - Keeney was in control. Keeney was not quite as dominating as he was in the heat race, as Atkinson held second, Kowalik was in third, and Luoma moved into fourth. At the finish of the race, Keeney rode off with the $1000 purse. He won with a 10-second lead over Atkinson in second, Kowalik in third, Luoma in fourth and Theis in fifth.

Kyle Ohland took the win in the 50cc Chain Drive-class main event aboard a Cobra, which was backed by South Metro Motorsports and Trackside Racing. Elliott Kastner held second place most of the race, with Calvin Wolff right behind. Late in the race, as they started to reach lapped riders, Wolff got around the lappers as Kastner went off the course and re-entered in third.

In the 250cc Trophy class, Bill Tilford and Craig Schwarz had a great battle in front of the other 16 racers in the class. Tilford grabbed the holeshot on the pack aboard his GPP/RBP/O'Malley's on Main/CT Communications/GK Photography-backed KX250. Schwarz was right behind off the start. Tilford remained in control in the early laps, but toward the end Schwarz closed ground on the grandstand triple. Schwarz would go for it and pass Tilford in the air, only to land hard and have Tilford repass. On the last lap, Schwarz finally made a pass stick. Tilford wouldn't give up and tried every pass he could. In the last rhythm section before the checkered flag, Tilford went down, giving Schwarz the win. The rest of the pack moved up a spot as Tilford had trouble getting his machine restarted.

Results

50 SHAFT: 1. Blake Dungey; 2. Dylan Haney; 3. Kurt Ohnsorg; 4. Matt Flintrops; 5. Kyle Ohnsorg.

50 CHAIN: 1. Kyle Ohland; 2. Calvin Wolff; 3. Elliott Kastner; 4. Calvin Knoll; 5. Ryan Miller.

60: 1. Ryan Dungey; 2. Jesse Goskey; 3. Jade Dungey; 4. Bryce Bernloehr; 5. Matt Wodtke.

80: 1. Brett Ohland; 2. Tyler Neese; 3. Tony Trazier; 4. Luke Theis; 5. Jade Dungey.

125 TRPHY: 1. Jon Sprague; 2. Dave Vonwald; 3. Clayton Carlson; 4. Jamie Farendholz; 5. Andy Wherley.

250 TRPHY: 1. Craig Schwarz; 2. Shane Krueger; 3. Mike Little; 4. Jeff Womeldorf; 5. Jason Tieben.

VET: 1. Scott Steinle; 2. Mark Deal; 3. Ron Modziak; 4. Jason Witham; 5. Boyd Peterson.

PRO: 1. Cory Keeney; 2. Mike Atkinson; 3. Erik Kowalik; 4. Mike Luoma; 5. Lee Thies.

Lavin lights up Silver State

By Dick Goodwin

PAHRUMP, NV, AUG. 7

T. J "Top Jock" Lavin toasted the 125cc Beginner class at the Silver State Supercross Park's Friday night races. Chris Symons grabbed the holeshot to start race one. After two cycles got locked together on the straight and numerous bodies and bikes got draped all over the whoops, the officials decided to red-flag the contest and start over. The extra practice gave Lavin the time he needed to dial in the start, as he popped out in front of Symons and Aaron Harrison on the restart. Josh Fanning flashed past Symons into second and just as quickly bobbled back to fourth, behind Erick Austin. Lavin used smooth and consistent riding to increase his lead with every lap. Lavin went on to an easy win, while Josh Fanning was circulating in a solitary second place. The final podium spot went to Jason Harrison, who emerged from the pack to take third by a comfortable margin.

In race two, Travis Richards blasted out of the gate with the holeshot as he led Fanning and Lavin onto the course. As Jason Harrison slid out, Lavin made a quick move to the front in the big sweeper. Once out in front, it was another Lavin runaway, with Fanning trying desperately to match his pace. Lavin and Fanning would finish one-two, just as in the first race, thereby clinching first and second overall 125cc Beginner as well. Matt Scott was able to put together a better effort in the second half and flip-flop his results,with his 4-3 just edging Jason Harrison's 3-4 to capture third overall.

The Junior Cycles also took the field on Friday night at Silver State Supercross Park. Jared Partridge, racing in the 6-8 division, was the big winner in this clash, leading everyone home in both motos. Partridge flicked it out in front of race one and proceeded to disappear at grown-up speed. Behind him, Jesse Patrick, Matthew Ligouri and Jonathan Williams were trying to sort out second place. While Patrick was establishing himself in front of Ligouri for second, Zack McInelly was on the move and passed up to fourth. Partridge was long gone and soared across the finish line. Patrick would come across in second all by himself, but Ligouri just nipped McInelly for third.

Having warmed up in the first moto, Partridge produced such a monster holeshot in race two that he looked like the only one in the race. Patrick once again led the rest of the pack. Partridge smoked off to another easy win. Patrick held down second until he dropped it in the switchbacks on the white-flag lap, letting Ligouri by. Partridge went on to capture the overall Junior Cycle (6-8) division, ahead of McInelly and Williams. Patrick topped the Junior Cycle (9-11) class, ahead of Ligouri and Jonathan Bandazian.

Results

P/W (4-6): 1. Tanner Krahenbuhl (KTM); 2. Dylan Pool (Lem); 3. Robert Campbell (KTM); 4. Rikki Mittwede (Lem); 5. James Tuttle (KTM).

P/W (7-8): 1. Carl Morris (Act); 2. James McCure (Lem); 3. Colton Morris (KTM); 4. Jayce MacDonald (KTM).

60 (6-8): 1. Jared Partridge (Kaw); 2. Zack McInelly (Kaw); 3. Jonathan Williams (Hon).

60 (9-11): 1. Jesse Patrick (Kaw); 2. Matthew Liguori (Kaw); 3. Jonathan Bandazian (Kaw).

80 (7-11): 1. Michael Parker (Hon); 2. Ty Morrow (Kaw); 3. Taylor Gilmore (Suz); 4. Scott Taack (Hon); 5. Matt Reincke (Hon).

80 BEG: 1. Donnie Hoover (Kaw); 2. Justin Hunt (Kaw); 3. Bryan Wulfenstein (Hon); 4. Erick Hodges (Suz); 5. Doug Hudges (Yam).

BEG: 1. T.J. Lavin (Suz); 2. Josh Fanning (Hon); 3. Matt Scott (Hon).

125 NOV: 1. Gary Laurent (Kaw); 2. David Munoz (Hon); 3. Josh Lavietes (Yaw).

125 INT: 1. Mark Hermann (Kaw).

125 PRO: 1. Monte Montague (Yam).

250 BEG: 1. Ron Smith (Yam); 2. Tom Boughton (Suz); 3. Chuck Morris (Kaw).

250 INT: 1. Mark Hermann (Kaw); 2. Glenn Weidman (Suz); 3. Derek Puffer (Yam).

250 PRO: 1. Monte Montague (Yam).

VET BEG: 1. Gary Laurent (Kaw); 2. Bart Kohler (Kaw); 3. Mark Roberts (Yam).

VET INT: 1. Casey McKinney (Hon); 2. Glenn Weidman (Suz); 3. Paul Hemsley (Hon); 4. Todd Gould (Suz).

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NEW HAMPSHIRE
INTERNATIONAL SPEEDWAY

(Above) Bryan Statham took top honors in the Over 30 Amateur class at Southland Racing Association's Glen Helen GP.
(Left) At the Viewfinders District 37 Motocross, Kane Jameson smoked the rest of the 10-man field in both motos of 125cc Novice action in San Bernardino, California.

Jameson jams at Viewfinders Motocross

By Matt Freeman

SAN BERNARDINO, CA, AUG. 9
For only the second time this year, a District 37 club was host to a motocross rather than a desert or grand prix event. The Viewfinders Motorcycle Club hosted the inaugural event at Glen Helen and used it as a warmup for their Grand Prix this October. A mix of motocrossers and desert racers showed up to compete and, due to its high-speed layout, the playing field was somewhat level.

Perhaps the tightest racing of the day came in both motos of the Four-Stroke Intermediate class, where YZ400-mounted Jose Polasek, Alex Zapata and D.J. Umphries staged an all-out battle for the lead from start to finish. In moto one, Zapata nabbed the holeshot, but it was not long before Polasek made the pass to take over the lead. As Zapata and Polasek freight-trained around the track, Umphries laid low, waiting to make a pass in the final few laps of the moto. Just when Zapata thought he had second place in the bag, Umphries dived in to take the position behind Polasek.

The second-moto start was almost a carbon copy of the first, as Zapata won the drag race to the first turn - but this time he held on to it for quite a while. With Umphries out of the picture, Polasek and Zapata went back and forth. Polasek finally made a pass stick just before entering the infield portion of the track, giving him the overall. Zapata's 3-2 moto tally was good enough for second, one spot ahead of Umphries.

In 125cc Novice action, Kane Jameson and his Yamaha flat out smoked the rest of the 10-man field in each moto. Jameson's closest competition came from mini desert ace Kurt Caselli, who just stepped up to the 125s. Caselli turned in two impressive second-place rides, ahead of David Sullins, who raced to two third-place finishes. Despite his Novice motocross status, Caselli is District 37's reigning 80cc Expert champ. He should be moving up to the Intermediate motocross ranks soon.

RM250-mounted Ty Kady headed to the front of the pack in the 250cc/Open combined Pro class during both motos. Polasek had to settle for a pair of seconds behind Kady. Team Green's Paul Krause was awarded third in the Pro class when Jason Dubin was disqualified after the second moto for unsportsmanlike conduct. Krause's 5-4 moto tally may not have beaten out Dubin's 3-3 score, but his behavior on the track did.

Desert racer Jamie Lanza showed the 60cc (9-11) class how it's done in both motos. Lanza sprinted to nearly a 10-second lead by the end of the first lap in moto two. Andrew Yarnell followed the leader in for a score of 2-2, and Nick Hamill rode consistently to score a 3-3.

Although posted on the District 37 events calendar, the Viewfinders' event did not pay series points. Nevertheless, competitors still rode as though there was a championship on the line.

Results

60 (0-8): 1. Frankie Aguirre (KTM).
60 (9-11): 1. Jamie Lanza (Kaw); 2. Andrew Yarnell (Kaw); 3. Nick Hamill (Kaw); 4. Jimmy VanLund (Kaw).
80 BEG: 1. Sean Borkenhagen (Kaw); 2. C.J. Mahow (Yam); 3. Jeff Vaughn (Yam); 4. Mitch Maxwell (Hon); 5. Robbie Goolsby (Hon).
80 NOV: 1. Jeremy Roberto (Yam); 2. Richie Casiano (Yam); 3. Bruce Wilkinson (Suz).
80 INT: 1. Ben Ramsaran (Hon).
125 BEG: 1. Danny Porter (Hon); 2. Brad Daugherty (Suz); 3. Jarrod Hensley (Hon); 4. Donnie Weber (Kaw); 5. Broc Daugherty (Suz).
125 NOV: 1. Kane Jameson (Yam); 2. Kurt Caselli (Kaw); 3. David Sullins (Yam); 4. Brian Winburn (Hon); 5. Jeff Ramboldt (Hon).
125 INT: 1. Jeremiah Moore (Hon); 2. Cory Gibbons (Yam); 3. Sean O'Connor (Suz); 4. Cody Taylor (Suz); 5. Dustin Jameson (Yam).
125 PRO: 1. Tim Langdon (Kaw); 2. Kris Keefer (Yam); 3. K.R. Harris (Yam).
250 BEG: 1. Robert Bolton (Yam); 2. Mike Daniels (Yam); 3. David Dubois (Hon); 4. Jared Grochowski (Hon); 5. Chauncey Hayes (Hon).
250 NOV: 1. Gary Lacy (Hon); 2. Brett Daugherty (Suz); 3. Bruce Hendel (Kaw); 4. Matt Freeman (Kaw).
250 INT: 1. D.J. Umphries (Yam); 2. Cody Taylor (Suz); 3. Erik Wolee (Kaw); 4. Dennis Gallagher (Yam); 5. Joey Lanza (ATK).
250/OPEN PRO: 1. Ty Kady (Suz); 2. Jose Polasek (Yam); 3. Paul Krause (Kaw); 4. Vason Fields (Yam); 5. Dave Ondas (Kaw).
4-STRK NOV: 1. Brian Neverstia (Hon); 2. Bruce Hendel (Yam); 3. David Jansen (Hon); 4. Daniel McCord (Yam).
4-STRK INT: 1. Jose Polasek (Yam); 2. Alex Zapata (Yam); 3. D.J. Umphries (Yam); 4. Kris Keefer (Hon); 5. Willie Phee (Yam).
JR VET BEG: 1. Dan Dalton (Hon); 2. David Jahn (Kaw); 3. David Roberts (Hon).
JR VET INT: 1. Brian Walker (Kaw).
VET BEG: 1. David Dubois (Hon); 2. Frank Wright (Yam); 3. Kenny Graham (Yam); 4. Michael Seymour (Hon); 5. Donnie Quanstrom (Hon).
VET NOV: 1. Gary Lacy (Hon); 2. Milton Mize (Hon); 3. Lenny Holder (Hon); 4. Morgan Pierce (Suz); 5. Kris Goolsby (Hon).
VET INT: 1. Bryan Statham (Suz); 2. Gordon Keller (Kaw); 3. Dennis Gallagher (Yam); 4. Mike Garvin (Kaw); 5. Don Huddleston (Yam).
VET EX: 1. Doug Yarnell (Yam); 2. Mike Webb (Suz).
SR NOV: 1. Donnie Quanstrom (Hon); 2. Dwayne Franks (Kaw); 3. Robert Ripley (Yam); 4. Jim Masters (Kaw); 5. Steve Freeman (Kaw).
SR INT: 1. Dennis Tooman (Kaw); 2. Will Lighthart (KTM); 3. Don Huddleston (Yam); 4. John Barnett (Yam); 5. Wayne Rutledge (Kaw).
SR EX: 1. Bob Maxwell (Yam); 2. Willie Phee (Yam); Ken Ehlers (Yam); 4. Rhett Higgins (Kaw); 5. John Whitesel (Hon).

Statham smokes Glen Helen SRA GP

By Dave Dain

SAN BERNARDINO, CA, JULY 26
Bryan Statham survived the sweltering heat (the temperature reached triple digits) to take top honors in the Over 30 Amateur class at Southland Racing Association's Glen Helen GP. Steve Flanders grabbed the holeshot aboard his YZ400, followed by Brad Oxley, Statham, Scott Kellar and Brian Platte. Coming down Animal Leap, Flanders controlled the lead. Statham and Kellar were able to move by Oxley for second and third, respectively. Coming off the vintage track, Flanders maintained his lead, with a charging Statham in second and Kellar following in third. Larry Johnson and Honda rider David Barnes were able to move by Oxley to round out the top five. Flanders was able to maintain his lead over Statham as they exited Bud's Creek heading into the Canyon. When the duo of riders re-entered the motocross track, Statham was all over Flanders' rear tire. Statham kept relentless pressure on Flanders as they went over the Tunnel Jump heading toward Animal Leap. Statham's pressure finally got the best of Flanders coming down Animal Leap. Coming over Sky Jump, Statham held the lead, with Flanders a close second. Yamaha-mounted Johnson moved by Kellar for third, with Barnes in fifth.

Statham was able to increase his lead to 10 seconds by the halfway point of the 45-minute GP. Flanders was second, with Johnson a close third. Kellar followed in fourth, with Barnes a distant fifth. With Statham holding an established lead, the battle for second was brewing between Flanders and Johnson. Exiting Bud's Creek, the two were separated by a bike length. Johnson made the move for second in the Canyon, sending Flanders to third. Kellar and Barnes rounded out the top five.

Though Statham was comfortable in the lead, second through fifth was undecided. Johnson was in second but stumbled near Animal Leap, allowing Flanders and Kellar to get by for second and third, pushing Johnson back to fourth. Barnes was still in fifth but was hounded by Troy Lee. Lee, coming back from a midpack start, quickly passed Barnes for fifth and was catching up to Johnson and Kellar fast. Still looking fresh, Lee picked off Johnson and Kellar for third and was pressuring Flanders for second. Lee made the pass for second coming over Sky Jump. At the checkers it was Statham, with Lee in second, Flanders in third, Kellar in fourth, and Barnes rounding out the top five.

Results

P/W: 1. Frank Aguirre (KTM); 2. James Bishop (Yam); 3. Kyle Yarnell (Yam); 4. Justin Powell (Yam); 5. Sean Renshaw (Yam).
60: 1. Ryan Seabrook (Kaw); 2. Dennis Spiegle (Kaw); 3. Cody Lawyer (Hon); 4. Frank Aguirre (KTM); 5. Jake Johnson (Kaw).
80 BEG: 1. Peter Wright III (Suz); 2. Andrew Nason (Yam); 3. Robbie Goolsby (Hon); 4. Travis Wagschal (Suz); 5. Mitch Maxwell (Hon).
80 NOV: 1. Nathan Pamintuan (Hon); 2. Ryan Riess (Yam); 3. Ty Renshaw (Kaw); 4. Nick Lopez (Hon).
80 EX: 1. Jason Jeffrey (Yam).
XR 100 BEG: 1. Leo Peters (Hon).
XR 100 AM: 1. Mike Bierman; 2. Dean Greenman (Hon).
XR 100 EX: 1. Jimmy Lewis (Hon).
125 BEG: 1. Chad Fitzsimmon (Suz); 2. Ron Nozaki (Kaw); 3. Broc Daugherty (Suz); 4. Brent Hendrix (Suz); 5. Maki Ushiroyama (Hon).
125 NOV: 1. Ryan Fedorow (Yam); 2. Cliff Jennings (Suz); 3. Brian Stoner (KTM); 4. Mark Farabaugh (Suz); 5. Brad Daugherty (Suz).
125 AM: 1. Beau Baron (Yam); 2. Ryan Dudek (Yam); 3. Mondo Duran (Suz); 4. Brad Oxley (Yam).
125 EX: 1. Jimmy Lewis (Hus); 2. Russ Piggot (Yam); 3. Chip Morton (Yam).
250 BEG: 1. Rodney Nason (Hon); 2. Troy Schioppi (Hon); 3. Travis Sidebottom (Kaw); 4. Brad Daugherty (Suz); 5. Rodger Blickman (Hon).
250 NOV: 1. Brett Daugherty (Suz); 2. Dwayne Blay (Yam); 3. Andy Cossio (Kaw).
250 AM: 1. Chris Ladely (Yam); 2. Dennis Ptak (Kaw).
250 EX: 1. Dustin Lunde (Kaw).
WMN BEG: 1. Amber Pickett (Suz); 2. LaVaughn Montgomery (Yam).
WMN NOV: 1. Heather McNabb (Yam); 2. Sandy Orsmond (Yam).
WMN EX: 1. Kelly Yancey (Kaw).
OPEN BEG: 1. Bryan Davis (Hon); 2. Paul Wassgren (Hon); 3. Jason Orosco (Kaw).
OPEN NOV: 1. Chris Blair (Hon).
OPEN EX: 1. David Class (Hon).
30+ BEG: 1. Kenneth Alomony (Hon); 2. Tom Newcomb (Yam); 3. Mike Long (Hon); 4. Cameron Mulford (Kaw); 5. Jeff Theis (Yam).
30+ NOV: 1. Bill Rohde (Yam); 2. Tommy Leone (Hon); 3. John Hutchison (Kaw); 4. Scott Frayley (Hon); 5. Tab Maudlin (Yam).
30+ AM: 1. Bryan Statham (Suz); 2. Troy Lee (Yam); 3. Steve Flanders (Yam); 4. Scott Kellar (Yam); 5. David Barnes (Hon).
30+ EX: 1. Jimmy Lewis (Hus); 2. Todd Sciacqua (Kaw); 3. David Donatoni (Hon); 4. John Whitaker (Yam); 5. Doug Yarnell (Yam).
40+ BEG: 1. Greg Clanton (Yam); 2. Robert Duran (Suz); 3. Rick Early (Hon); 4. George Duran (Yam); 5. Les Washburn (Suz).
40+ NOV: 1. Brad Anderson (Kaw); 2. Jim Spiegle (Hon); 3. Steve Scmall (Yam); 4. Jim Mastell (Kaw); 5. Dan Willenborg (Hon).
40+ AM: 1. Joe Padilla (Hon); 2. Tom Holm (Yam); 3. Tom Schroeder (Kaw); 4. Mike Johnson (Hon); 5. Jack Roten (Yam).
40+ EX: 1. Bob Maxwell (Yam); 2. Tracy Hrach (Yam); 3. Paul Vogelsang (Yam); 4. Dennis Boulware (Yam); 5. Steve Dalton (Yam).
50+ BEG: 1. Bruce Hoover (Kaw).
50+ NOV: 1. Bob Ridgeway (Kaw).
50+ AM: 1. Bill Warren (Kaw).
50+ EX: 1. Bill Maxim (Kaw); 2. Dave Jacobus (Hon); 3. Steve Bussell (Hon); 4. Larry Owens (Kaw); 5. Dennis Tooman (Yam).
4-STRK BEG: 1. Rim Burandt (Yam).
4-STRK AM: 1. Dano LeGere (Suz); 2. Rich Suitor (Yam).
4-STRK EX: 1. Kelly Yancey (Kaw).
TEAM RACE: 1. David Donatoni/Jimmy Lewis; 2. Kenny Miller/David Cincotta; 3. Bob Maxwell/Chad Blough; 4. Mike Grimes/Cole Gress; 5. Kelly Yancey/Kurt Caselli.

Bartlow and Presiloski dominate at Sears Point

By Melissa Shimmin

SONOMA, CA, AUG. 2
The American Federation of Motorcyclists tested their mettle on what will be their last races on the current configuration at Sears Point Raceway.

There were many changes to the track throughout the season, and more are planned, including banking turn 11 and straightening the esses.

Race day proved to be extremely hot and racers in all classes had to fend off heat exhaustion and dehydration. The day started with a red flag in the first race, giving Brian Bartlow and Dennis Presiloski the wins in 250cc and 450cc Production, respectively. In Formula 40, Novice Dana Nolan battled Bob Siebenhaar for second, ultimately finishing fourth in a thrilling race for the podium.

Cory Call ran away with Formula One, which is usually the precursor to the Formula Pacific contest, with Zoran Vujasinovic in second. Paul Doyle came in third.

A crash in the chicane in the fifth race made a mess of positions in Open Twins, Formula Singles and Super Dinosaur. Riders were obliged to come to a near stop as they tiptoed their way around hay bales and corner workers.

Brian Brown handily won the Singles contest while points leader Eugene Mosier just managed to limp his bike across the finish line for fifth.

In Formula Pacific, Jeff Short took the lead early in the first lap and never looked back. Jeff Hagan wilted midway through the race, relinquishing a hard-fought second position back to Call in the fifth lap. Mark Foster came from behind, slowly reeling in Hagan for third. Jetting problems had plagued Hagan's Muzzy Raptor all weekend.

Noticeably absent from the day's Formula Pacific event was number-one plate holder Rob Mesa, who had crashed hard into the hay bales of the chicane in Saturday's practice.

Peter Moran threw away what had been a closely guarded fifth place.

In 600cc Superbike, Tom Montano had stretched out a pretty good lead for first. Brian Parriot followed a turn later.

Results

F-PACIFIC: 1. Jeff Short (Suz); 2. Cory Call (Suz); 3. Mark Foster (Kaw); 4. Jeff Hagan (Kaw); 5. Brian Parriott (Hon).
OPEN S/BK: 1. Jim Fife (Suz); 2. Paul Orlandi (Duc); 3. Don Rudolfs (Yam); 4. Mike Rawings (Hon); 5. Dean Perry (Suz).
250 S/BK: 1. Tait Rush (Yam); 2. Pejman Rohani (Hon); 3. Phillip Cagle (Yam); 4. Phillip Torres (Yam); 5. Brian Bartlow (Kaw).
450 S/BK: 1. Rosslyn Eugene Wells (Yam); 2. Dennis Presilos-

ki (Yam); 3. Ryan Bucknum (Yam); 4. Merte Cooksey (Yam); 5. Doug Pitcock (Yam).

600 S/BK: 1. Tom Montano (Hon); 2. Brian Parriott (Hon); 3. Tim Kamholz (Suz); 4. Gary Hatfield (Suz); 5. David Wason (Suz).

750 S/BK: 1. Jeff Short (Suz); 2. Cory Call (Suz); 3. Mark Foster (Kaw); 4. Zoran Vujasinovic (Suz); 5. Bryce Gross (Suz).

OPEN PROD: 1. Neil Parmer (Yam); 2. James King (Yam); 3. Ted Pippen (Hon); 4. William Jason Majors (Hon); 5. Scott Sullivan (Hon).

250 PROD: 1. Brian Bartlow (Kaw); 2. Robert Kennedy (Kaw); 3. Francis Mazur (Kaw); 4. Nick Tenbrink (Kaw); 5. Jim Davis (Hon).

450 PROD: 1. Dennis Presiloski (Yam); 2. Doug Pitcock (Yam); 3. Mark Kayfez (Yam); 4. Barrett Brockhage (Yam); 5. John Gonzales (Yam).

600 PROD: 1. Thomas Montano (Hon); 2. Brian Parriott (Hon); 3. Timothy Kamholz (Suz); 4. Gary Hatfield (Suz); 5. Stuart Stratton (Suz).

750 PROD: 1. Jeff Hagan (Suz); 2. Brian Shannon (Suz); 3. Paul Rico (Suz); 4. Greg Brazell (Suz); 5. Kevin Scott (Kaw).

OPEN GP: 1. Jim Fife (Suz); 2. Bob Siebenhaar (Hon); 3. Dean Perry (Suz); 4. Mike Rawings (Hon); 5. Mark Nelson (Hon).

F-1: 1. Cory Call (Suz); 2. Zoran Vujasinovic (Suz); 3. Paul Doyle (Yam); 4. Zach Kimsey (Kaw); 5. Tony Doran (Suz).

F-2: 1. Brian Le Fevre (Yam); 2. Dave Mason (Yam); 3. Ed Marchini (Hon); 4. Richard Snowden (Hon); 5. Dan Cook (Yam).

F-3: 1. Peter Hofmann (Hon); 2. Peter Femenia (Hon); 3. Chris Wallace (Hon); 4. Roger Salmeron (Hon); 5. Eric Child.

OPEN F-TW: 1. Paul Orlandi (Duc); 2. Robert Hayashida (Hon); 3. Dave White (Hon); 4. Josh Golden (Duc); 5. Charles Bevali (Duc).

500 TW: 1. Simon Forder (Kaw); 2. Thomas Dorsey (Kaw); 3. Bill Fordyce (Kaw); 4. Dale Palmer (Kaw); 5. Kevin Smith (Kaw).

650 TW: 1. Shawn Reilly (Hon); 2. Ken Baer (Kaw); 3. Jim Davis (Hon); 4. Blake Lawson (Hon); 5. Mark Thorpe (Hon).

F-SGL: 1. Brian Brown (Spo); 2. Jimmy Williams (Hbg); 3. Don Jones (Spo); 4. John Duhig (Hon); 5. Eugene Mosier (Yam).

VINT 0-450: 1. Todd Yost (Yam); 2. Bernard Juchli (Yam); 3. Charles Sexton (Bul); 4. Richard Weidenbach; 5. James Draper (Yam).

VINT 451-OPEN: 1. Jove Shapiro (BMW); 2. Jim Neuenburg (Bul); 3. Craig Weeks (Yam); 4. Brian Filo (Yam); 5. Dave Russell (BSA).

S/DINO: 1. Eric Schreppel (Yam); 2. Enzo Ferrara (Yam); 3. Michael Miller (Kaw); 4. Paul Reynen (Yam); 5. Scott Elledge (Yam).

F-40: 1. Dennis Doherty (Yam); 2. Bob Siebenhaar (Hon); 3. Paul Vogel (Yam); 4. Dana Nolan (Hon); 5. David Pare (Hon).

Bartz bombs REM Glen Helen Motocross

By Rocky Hash

SAN BERNARDINO, CA, AUG. 15

When Racing Enterprise Motosports rolled into Glen Helen Raceway Park to put on the sixth and final round of their Summer Series, Suzuki pilot Dan Bartz posted two moto wins en route to his overall victory in the highly competitive 80cc Beginner class.

Bartz's first lesson started when moto one left the line and he got the holeshot. Behind Bartz, Gregory Jones shoved his Yamaha into the second position, while Honda rider Shane McCassy settled into third. Steve Gordon held down the fourth spot and Frank Libby was in fifth. In the first few laps Bartz was able to put about 10 seconds on the rest of the pack. Jones still comfortably held the second position. McCassy was firmly entrenched in third and keeping the front-runners honest. For the first half of the race it appeared as though Bartz would run off and hide with the win, but that wasn't to be. Just after receiving the halfway signal, Jones turned up the wick on his YZ and began to charge after Bartz and the lead. Over the next two laps, Jones cut into Bartz's lead steadily, and with two laps to go he was only back about two seconds. When the white flag came out, Jones put himself in a position to test Bartz and try for the moto win, back about two bike lengths. As the two riders negotiated the last circuit, Bartz had all the right answers for Jones, and he was able to hold his advantage to the wire. For moto one, Bartz was the winner. Jones was a close second, and Honda rider McCassy finished up in third.

At the start of moto two, Bartz pulled another big holeshot. Jones had put his Yamaha into the second position, but bailed off in the second corner and turned the position over to McCassy, who had again gated well. Kawasaki rider Mickie Ortiz was in third, while Libby held down the fourth slot. Jones had remounted quickly, and by the end of the first lap he had moved all the way up to fifth. Out front, Bartz went about cutting a couple of fast mistake-free laps, which enabled him to put a five-second lead on McCassy, who still held second. Just after the halfway mark, Jones, who had been "hanging it out" in an effort to catch up after his early spill, put the pass on McCassy and moved into second. Moto two began to look like a repeat of the first, as over the next few laps Jones again started to whittle away at Bartz's lead. Bartz held tough and, when the white flag came out, he still held a two-second advantage over Jones. Bartz added to the challenge when he bobbled in a big, sandy bowl turn on the last lap and allowed Jones to close to within a bike length. When the checkers came out, Bartz held on for the win. Once again, Jones came up a wheel short and settled for second. McCassy rolled in for third. The overall victory went to Bartz with his perfect 1-1 scores. Jones earned the runner-up spot, while consistency paid off for McCassy, as he bagged third.

(Above) Dan Bartz posted two moto wins en route to his overall victory at the Glen Helen Raceway Park in San Bernardino, California. (Right) Sweeten took the 250cc A class from Mullen at Trail-Way Speedway's opening short track in Hanover, Pennsylvania.

Results

VET BEG: 1. Michael Villa (Hon); 2. Steve Mangione (Suz); 3. Steve Sterns (Yam); 4. Mike Fowler (Hon); 5. Bill Georgi (Kaw).

VET NOV: 1. Chuck Willetts (Kaw); 2. Stephen Watson (Hon); 3. Eric Crippa (Hon); 4. Keith Stoner (KTM); 5. Rocky Hash (Hon).

VET INT: 1. Ron Lawson (Yam); 2. Bryan Daniel (Hon); 3. Fred Nichols (Hon); 4. Gordon Keller (Kaw); 5. Mark Olson (Kaw).

VET PRO: 1. Billy Frank (Kaw); 2. Mike Beyer (Yam); 3. David Sarian (Yam); 4. Willy Musgrave (Hon); 5. Paul Krause (Kaw).

40+ NOV: 1. Jeff Arzouman (Yam); 2. Mike Machuga (Hon); 3. Steve Roark (Yam); 4. Ruben Alvarado (Suz); 5. Leonard Kinschner (Hon).

40+ INT: 1. Phil Beckman (Suz); 2. Mark Hall (Yam); 3. Allen McKay (Yam); 4. Greg Whitfield (Hon); 5. Rich Smith (Yam).

40+ EX: 1. Dan Stoner (KTM); 2. Gary Scott (Yam); 3. Ken Ehlers (Yam); 4. Dennis McAdam (Hon); 5. Rhett Higgins (Kaw).

40+ MSTR: 1. Rich Eirstedt (Yam); 2. George Kohler (Hon); 3. Willie Amaradio (Yam); 4. Gary Jones (Yam); 5. Marty Moates (Yam).

50+ INT: 1. Malcolm McCassy (Hon); 2. Paul Crosby (Kaw); 3. Dave Frendo (Hsb); 4. Phil Corentti (Suz); 5. Jeff Hunt (Suz).

50+ MSTR: 1. Horst Leitner (Yam); 2. Bengt Johansson (Yam); 3. Ray Pisarski (Hon); 4. Jody Weisel (Kaw); 5. Chuck Minert (Yam).

PRO: 1. Ty Kady (Suz); 2. Johnny Campbell (Hon); 3. Mark Tilley (TM); 4. Cody Taylor (Suz); 5. Paul Kellen (Yam).

80 BEG: 1. Dan Bartz (Suz); 2. Gregory Jones (Yam); 3. Shane McCassy (Hon); 4. Mickie Ortiz (Kaw); 5. William Newcott (Hon).

125 BEG: 1. Craig Baker (Yam); 2. John Paven (Suz); 3. Brian Hill (Suz).

125 NOV: 1. Kevin Jennings (Suz); 2. Cliff Jennings (Suz); 3. Max Eddy Jr. (Hon).

125 INT: 1. Kevin Coleman (Yam); 2. Brian Morgan (Kaw); 3. Skip Taylor (Hon).

250 BEG: 1. Brian Baker (Kaw); 2. Faye Campbell (Hon); 3. Shaun Feldspar (Suz).

250 NOV: 1. Ichiro Nakaya (Suz); 2. Colin Yates (Yam); 3. Stuart Green (Kaw).

250 INT: 1. Tim Olson (Hon); 2. Bob Clarke (Suz); 3. Cameron Tabor (Hon).

RUTS BEG: 1. Jeff Dillion (Yam); 2. Mark Higgins (Yam); 3. Melissa Billingsley (Yam); 4. Doug Pitchford (Suz); 5. Mark Freeman (Hon).

RUTS NOV: 1. Mark McGown (Yam); 2. Tony Turner (Kaw); 3. Steve Dillon (Kaw).

RUTS INT: 1. Mark Gibbons (Kaw); 2. Brian Rails (Yam); 3. Ray Guilbeau (Yam); 4. Mickey Turner (Yam); 5. Steve Dillon (Kaw).

RUTS EX: 1. Stephen Moore (Yam); 2. Abe Baumann (Kaw); 3. Alan Christenson (Hon); 4. Quint Bettis (Yam); 5. John Sevetin (Kaw).

Mullen and Sweeten taste victory at Trail-Way ST

By Len and Ben Breech

HANOVER, PA, AUG. 8

Displaying a bold, new 1N number plate for his recent AMA Amateur National 250cc Pro-Sport-class title, Don Mullen appeared to be the class of the field. Bob Sweeten had other ideas, as the crafty veteran took the 250cc A-class win from Mullen at Trail-Way Speedway's opening short track. Mullen returned the favor by beating Sweeten for the 600cc A win. Sweeten had an easy time winning the Over 40 class, and Dave Smith destroyed the 500cc Two-Valve class by three-quarters of a lap. Phil Libhart won three small classes: 600cc Pro, 750cc A and Sportsman.

The amateur divisions saw most of the same riders who have been winning lately continue to do so. Joey Tyeryar took his usual 600cc B win and also topped the 250cc B contest. Chris Klinefelter destroyed the 125cc B class by half a straight, and Bryan Douglas took the 125cc Schoolboy win. Shawn Baer fought for his 85cc win, while his brother Evan easily took the 50cc (4-6) win and just barely won the 50 Oil-Injected contest over Brett Pugh. Brandon Robinson took his turn winning the 50cc (7-8) class, to go with the win his father, Dan, earned in the 250cc Two-Stroke Four-Wheel class. John Lewis again destroyed the 65cc division.

Mullen took the 250cc A lead from Sweeten, Roy Miller, Dave Smith and Jake Johnson. In their fight for the lead, Mullen's Clark's Mac Tools-sponsored Suzuki and Sweeten's self-sponsored Honda pulled several lengths away from Miller. As they entered the third turn on the sixth lap, Sweeten slipped under Mullen to take the lead, and he held on to win by three lengths.

After running motocross this season, Mullen's brother Ace Phillips made his first short-track appearance and grabbed the lead from Mullen, Dallas Baer and Sweeten at the start of the 600cc A final. Sweeten went into third on the second lap, while Phillips and Mullen battled for the lead. Mullen took the lead as they came off the fourth turn on the fourth lap, with Sweeten taking second on the following lap.

After winning the 50cc (4-6) class, gating third or so and taking the lead on the second lap and checking out, Bobby Weir led Brett Pugh, Baer and R.J. Hart out of the second turn in the 50 Oil-Injected contest. Pugh took the lead at the end of the second lap, with Baer taking second on the following lap. Pugh rode the race of his young career and held off Baer for almost the entire race. "Almost" is the word, as Pugh looked over his shoulder to see where Baer was as they came off the final turn. That slowed him down just enough to let Baer slip by to take the win by inches.

Joey Tyeryar's double wins were fairly easy. In the 600cc B class, he took the lead at the beginning of the second lap from Bill Stillwell and pulled away. A pair of 250s fought for third for most of the race, with Mike Brabson getting by Timmy Wirtz as they started the seventh lap. The 250cc B final was restarted when heat winner Ray Lied wheelied off the line and took two other riders with him. All three machines were damaged too much to continue. Tyeryar took the lead from Jared Mees, Wirtz and Greg Sassaman, and he kept the margin at about five lengths to the end.

Zach Calcutt took his usual holeshot in the 80cc class, with Travis Sennett, Shawn Baer and Jason Isennock following. Sennett started slipping back by the end of the opening lap as Baer got by him off the fourth turn. Baer took the lead in the same spot on the third lap and put a few yards on the field. After another of his typically lousy starts, Isennock got moving, getting by Calcutt off the second turn on the seventh lap.

Results

50 (4-6): 1. Evan Baer (Act); 2. John Long (Lem); 3. Andrew Smith (Act); 4. Bryan DeMuro (Act); 5. Kyle Miller (KTM).

50 (7-8): 1. Brandon Robinson (Act); 2. Joey Parks (Lem); 3. Bobby Weir (Lem); 4. Megan James (Act); 5. Jeff Haldeman (Lem).

50 OIL-INJ: 1. Evan Baer (Yam); 2. Brett Pugh (Yam); 3. Bobby Weir (Yam); 4. R.J. Hart (Yam); 5. Matthew Croft (Yam).

65: 1. John Lewis (Kaw); 2. Brandon Robinson (Kaw); 3. Jeff Haldeman (Hon).

85: 1. Shawn Baer (Yam); 2. Jason Isennock (Kaw); 3. Zach Calcutt (Hon); 4. John Lewis (Yam); 5. Travis Sennett (Yam).

125 SCHBY: 1. Bryan Douglas (Hon); 2. Robbie Reynolds (Hon).

125 B: 1. Chris Klinefelter (Hon); 2. Jason Isennock (Hon); 3. Bryan Douglas (Hon); 4. Shawn Baer (Yam); 5. Robbie Reynolds (Hon).

250 A: 1. Bob Sweeten (Hon); 2. Don Mullen (Suz); 3. Roy Miler (Yam); 4. Jake Johnson (Hon); 5. Dave Smith (Hon).

250 B: 1. Joey Tyeryar (Yam); 2. Jared Mees (Hon); 3. Timmy Mitchell (Yam); 4. Greg Sassaman (Yam); 5. Mike Brabson (Hon).

500 2-VALVE: 1. Dave Smith (Yam); 2. Larry Hoffman (Yam); 3. Barry High (Yam).

600 A: 1. Don Mullen (Rtx), 2. Bob Sweeten (Rtx); 3. Ace Phillips (Rtx); 4. Dallas Baer (Rtx); 5. Nathan Davis (Rtx).

600 B: 1. Joey Tyeryar (Rtx); 2. Bill Stillwell (Rtx); 3. Mike Brabson (Hon); 4. Timmy Mitchell (Yam); 5. Bill Richter (Rtx).

600 PRO: 1. Phil Libhart (Rtx); 2. Rick Winsett (Rtx); 3. John Winsett Sr.(Rtx).

750 A: 1. Phil Libhart (Tri); 2. Georgie Price (H-D).

40+: 1. Bob Sweeten (Rtx); 2. Bill Slade (Hon); 3. Bruce Miller (Hon); 4. Mike Keane (Hbg); 5. Bill Hebden (Hon).

SPTSMN: 1. Phil Libhart (Rtx); 2. Rick Winsett (Rtx).

Elkins electrifies Frankfort MX

By Rupert X. Pellett

FRANKFORT, OH, AUG. 9

Winning the second moto in motocross competition always claims an overall if the rider posts a second place in the first moto. While it is far from unusual to see these results, Nate Elkins managed to perform the trick twice in one day at Frankfort, thereby capturing both the 125cc C and Schoolboy titles. Blanchester's Robert Mobley squeezed off a nice start and rode off with moto one of the 125cc Beginner (C) class, with Elkins taking second place. The Suzuki pilot then rode smoothly up front in the second moto to take the overall win over Mobley's second-moto third, which gave Mobley second overall. Derek Sturgell handily won the first moto of the Schoolboy class, with Elkins following in second. Again, Elkins proved to be consistent as he charged to the front to take the second-moto win and the overall over Mark Diehl. Sturgell fell to fourth with an eventual third-place overall finish.

In Pro-class action, Mark Burkhart was back up to speed, winning all four motos in the 125cc and 250cc classes with great starts and warp-speed riding.

In the 80cc Senior division (12-15), Kawasaki-mounted Sturgell was terrific, winning both motos with talented riding and aggressive jumping.

Results

50 PW: 1. Jordan Strickland (Yam); 2. Corey Saporato (Yam).

65: 1. Tommy Pellett (Kaw); 2. Brandon Dietrich (Kaw); 3. Zack Fennimore (Kaw); 4. Brady Gregory (Kaw); 5. Axl Moler (Kaw).

80 (7-11): 1. Nick Carroll (Kaw); 2. Lonnie McDaniel (Kaw); 3. Jeff Roelle (Suz); 4. W. Ryan Minnier (Yam); 5. Rebel Moler (Suz).

80 (12-15): 1. Derek Sturgell (Kaw); 2. Nathan Skaggs (Yam); 3. Chris Leadbeater (Hon); 4. Ross Adams (Yam); 5. Andrew Hyder (Kaw).

SCHBY 125: 1. Nate Elkins (Suz); 2. Mark Diehl (Suz); 3. Derek Sturgell (Kaw); 4. Tracey Haun (Kaw); 5. Richie Robinson (Hon).

125 PRO: 1. Mark Burkhart (Hon); 2. Erik Leonard (Yam); 3. Scott Metz (Suz); 4. Matt Powers (Yam); 5. David Vancuren (Suz).

125 B: 1. J.C. Cravens (Yam); 2. Matt Ketcheson (Suz); 3. David Rife (Kaw); 4. Jared Wolfe (Yam); 5. Doug Gall (Hon).

125 C: 1. Nate Elkins (Suz); 2. Robert Mobley (Suz); 3. Robert McDaniel (Hon); 4. Tim Davis (Hon); 5. Chris Clayton (Hon).

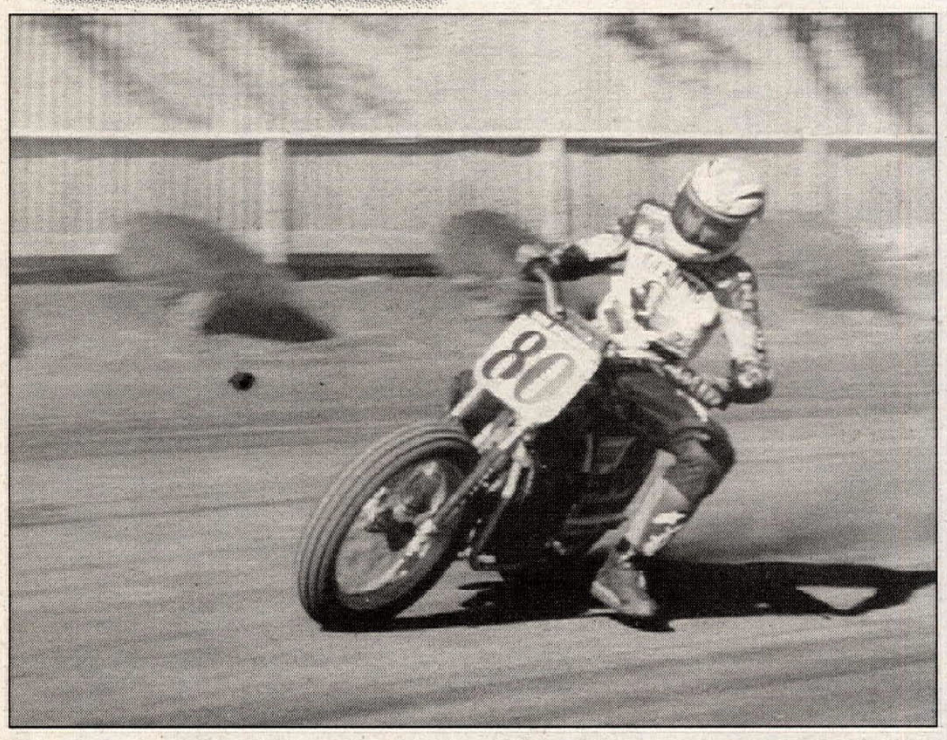
250 PRO: 1. Mark Burkhart (Hon); 2. Chris Kuhn (Kaw); 3. Anthony Atwood (Yam); 4. Dallas Avery (Suz); 5. Bub Thomas (Suz).

250 B: 1. Matt Ketcheson (Suz); 2. J.C. Cravens (Yam); 3. Kris Ross (Hon); 4. Dave Horn (Suz); 5. Gregg Smith (KTM).

250 C: 1. Jason Powers (Suz); 2. Les Arledge (Hon); 3. Mark Wagonner (Hon); 4. Ronald Ruppert (Hon); 5. Nicholas Bukky (Hon).

30+: 1. Richard Robinson (Hon); 2. Tom A. Hawk (Yam); 3. Troy Karshner (Suz); 4. Joey Ford (Kaw); 5. Terry Blackley (Hon).

40+: 1. Gerry Bennett (Hon); 2. Boyde Wolfe (Suz); 3. Tim Malott (Suz); 4. Charlie Hawk (Yam); 5. Tim Root (Yam).



(Above left) Toby Jorgensen won the 600cc Pro-Sport main event at the Pro-Am half mile the night prior to the Hot Shoe National in Spokane, Washington.
(Above right) Keith Anderson won the 600cc Pro-Sport class at Spokane's fifth-mile Pro-Am short track.

Liberty, Annen top Spokane Half Mile

By Clay Light

SPOKANE, WA, AUG. 14
National number 72, Steve Liberty, scored a start-to-finish win in the 750cc Expert main event at the Play Fair Race Track. It was the race prior to the AMA National Hot Shoe Series round here. National number 40, Jeff Annen, likewise had a runaway win in his 600cc Expert performance on the five-eighths-mile track.

It was a Californian sweep of the top three positions in the 18-rider 600cc Pro-Sport final, as Toby Jorgensen led Bob Grant and Tony Souza to the finish.

Annen's evening started off with his win in one of the four 600cc Expert qualifiers, although that performance wasn't duplicated in the Dash For Cash. National number 14, Paul Iwanaga, spoiled what would have been an evening of dominance by Annen after he swept past Annen to nab the top payoff.

Annen wasted little time putting his Rotax out in front of the three-row, 18-rider 600cc Expert final, and he was followed by J.P. Simonsen, Lonnie Pauley and John Grant. Simonsen, best known as a TT specialist, fell two positions a lap later. Both Pauley, riding the Bullet Racing Rotax, and Rod Iwanaga displaced the Castle Rock, Washington, rider to set out after Annen.

However, it was the Lopko/O'Brien Racing Products-sponsored Annen (who has won every race here this season) who left the field well behind. Annen's lead increased to as much as 20 bike lengths in the later stages. Iwanaga, Pauley and Steve Mayfield, who started off mired mid-pack, gave chase.

While Mayfield did rally to fourth from his poor start, that was as far as he would get; and on the last lap, Annen and Iwanaga derailed Pauley's performance. Pauley, who encountered mechanical woes all evening, hung on for a close third-place finish ahead of Mayfield and Simonsen, who edged Grant, Lonny Kopp, Liberty, Todd Somers, Randy Bereman, Chris Fitzhugh and Beau Brown.

Liberty's 750cc Expert win came in a similar fashion to that of Annen's 600cc win, as the Post Falls, Idaho, rider led every lap of the 750cc final. Riding the Latus Harley-Davidson entry, Liberty left behind a squabble for second between National number 78, Mike Inderbitzin, and Kopp. Kopp got around Inderbitzin on the final lap to take second, and the two were followed by two riders best known for their TT abilities: Eli Price and Simonsen, the latter of whom was making his 750cc debut aboard the Dave Harris-owned ex-Rich King GNC machine. Price got the nod for the position, ahead of Simonsen, Canadian veteran Royal Adderson, and Spokane's Gary Hite.

Jorgensen, who finished second to Kurt Hawk in one of the four 600cc Pro-Sport heat races, got the jump on the field in the final. Hawk put nearly a half-straightaway lead on Bob Grant, who in turn beat Tony Souza.

Triumph-mounted Matt James was winner of the Vintage Twin class, beating Idaho's Glen Nickerson, Hite, Andy James and Mark Scarpelli.

Results

750 EX: 1. Steve Liberty (H-D); 2. Lonny Kopp (H-D); 3. Mike Inderbitzin (H-D); 4. Eli Price (H-D); 5. J.P. Simonsen (H-D).

600 EX: 1. Jeff Annen (W-R); 2. Paul Iwanaga (Rtx); 3. Lonnie Pauley (Rtx); 4. Steve Mayfield (KTM); 5. J.P. Simonsen (Rtx).

600 PRO-SPT: 1. Toby Jorgensen (Rtx); 2. Robert Grant (Hon); 3. Tony Souza (Rtx).

VINT TW: 1. Matt James (Tri); 2. Glen Nickerson (BSA); 3. Gary Hite (H-D).

Hough flies high at Stapleton Raceway

By Kurt Von Ahnen

DENVER, CO, AUG. 9
The seventh round of the Race of the Rockies became a special event when Donnie Hough came from the back of the pack to taste victory. Stapleton Raceway, a converted out-of-use airport, provides a high-speed venue for the fastest of the fast. The huge back straight provided ample opportunity to show the ponies as superbikes outpowered one another on the way to the esses.

The section of the course in front of the main spectator area, between turns one and two, had a bit of a rise, lofting the bikes into the air for some spectacular rear-wheel riding.

At the start it was Dan Turner, followed by Josh Graham, with Ryan Burke trailing in third. Aaron Turner was back in fifth as Donnie Hough powered his Yamaha Ogre through the pack from a rear starting position. On lap two, it was Dan Turner, Donnie Hough, Josh Graham, Aaron Turner and Ricky Orlando, who was just back from his World Superbike debut at Laguna Seca. Halfway down the back straight, there appeared to be a couple of bikes down. The red flag was out, causing a 20-minute break.

On the restart, going around turn one, Dan Turner, Graham and Aaron Turner took the top three positions. By turn two Donnie Hough was in fourth place, after having started at the rear. Ricky Orlando pulled off the track by pit lane and was out of the race; he was soon followed by Aaron Turner. On lap two, Dan Turner was leading Hough and Graham. On the third lap, after the restart, Hough took the lead, leaving Graham in third. Two laps later, Hough was three seconds off his pace and back in third, behind Turner and Graham. Hough was riding out wheelstands over the rise at turn one and most of the way to turn two, and it looked like he wanted to follow Graham.

A few laps later, things changed. Around turn one, it was Turner and then Hough. A few seconds later, Graham came around with an ill-sounding motor. By turn three, Graham's bike was dead, leaving Hough to carry the torch for the Graham/Pagenet pit area. Hough followed until the last lap, when he passed and left Turner on the back straight to take the win. Ryan Burke had a lonely but smooth ride in third, followed by Martin Sims and Bryan Chesser.

Results

RACE OF THE ROCKIES: 1. Donnie Hough (Yam); 2. Dan Turner (Yam); 3. Ryan Burke (Suz); 4. Martin Sims (Yam); 5. Bryan Chesser (Kaw).

OPEN S/BK: 1. Dan Turner (Yam); 2. Josh Graham (Yam); 3. Aaron Turner (Suz); 4. Doug Vickery (Yam); 5. Martin Sims (Yam).

OPEN S/SPT: 1. Martin Sims (Yam); 2. Jon Glaefke (Suz); 3. Brad McKiernan (Suz); 4. Michael Kirsch (Suz); 5. Shawn Potter (Suz).

H/W S/BK: 1. Ricky Orlando (Suz); 2. Ryan Burke (Suz); 3. Doug Vickery (Yam); 4. Jon Glaefke (Suz); 5. Cameron Gray (Suz).

H/W S/SPT: 1. Ryan Burke (Suz); 2. Brad McKiernan (Suz); 3. George St. John (Suz); 4. Ty Piz (Yam); 5. Michael Kirsch (Suz).

M/W S/BK: 1. Bryan Chesser (Kaw); 2. Justin Savage (Suz); 3. Bob Miosek (Hon); 4. Chris Clark (Suz); 5. Daniel Sedelmeier (Hon).

M/W S/SPT: 1. Bryan Chesser (Kaw); 2. Justin Savage (Suz); 3. Eric Engen (Kaw); 4. Bob Miosek (Hon); 5. Chris Clark (Suz).

L/W S/BK: 1. Jurgen Wimbauer (Yam); 2. Traci Schalow (Hon); 3. Pedro Bravo (Yam); 4. Curt Conquest (Yam); 5. Quinn Swift.

MDRN VINT GTO: 1. Stephen Wands (Yam); 2. Rick Phelps (Suz); 3. Curt Conquest (Yam); 4. Jay Yarrington (Hon); 5. Waldo Paul (Yam).

MDRN VINT GTU: 1. Tony Mata (Yam); 2. Dan Elders (Hon); 3. Chuck Shettstine (Yam); 4. James Gilpatrick (Kaw); 5. Michael Kludt (Yam).

AM GTO: 1. Marv Rosencrans (Kaw); 2. Eric Engen (Kaw); 3. John Carver (Suz); 4. Rick Ehmann (Suz); 5. Robert Christman (Hon).

AM GTU: 1. Eric Engen (Kaw); 2. Jason Parkinson (Suz); 3. Robert Christman (Hon); 4. Chris Clark (Suz); 5. Gabriel Covarrubias (Suz).

NOV GTO: 1. John Carver (Suz); 2. Jason Parkinson (Suz); 3. Robert Christman (Hon); 4. Don Bruner (Kaw); 5. Richard Stark (Yam).

NOV GTU: 1. Jason Parkinson (Suz); 2. Michael Coulter (Yam); 3. Toby Trainer (Suz); 4. Don Bruner (Kaw); 5. Buck Blair (Kaw).

S/TW GTO: 1. Jon Glaefke (Suz); 2. Shawn Potter (Suz); 3. Clark Dodson (Suz); 4. Jim Brewer (Suz); 5. Dave Kinsey (Duc).

S/TW GTU: 1. Norman Lastovica (Duc); 2. John Fisher (Duc); 3. Jerry Anderson (Hon); 4. Kevin LeGrande (Hon); 5. Joe LoGalbo (Hon).

F-2: 1. Geoff Cesmat (Yam); 2. Ty Piz (Yam); 3. Dave Terry (Yam); 4. Traci Schalow (Yam); 5. Jurgen Wimbauer (Yam).

F-3: 1. John Hjelm (Hon); 2. Tracy Schram (Hon); 3. John Beldock (Hon); 4. Dave Cook (Hon); 5. Martin Hill (Hon).

F-COLORADO: 1. Curt Conquest (Yam); 2. Jim Forrington (Hon); 3. Dan Elders (Hon); 4. John Beldock (Hon); 5. Jurgen Wimbauer (Yam).

Smith, Anderson storm Spokane Short Track

By Clay Light

SPOKANE, WA, AUG. 16
AMA Professionals Steve Smith and Keith Anderson were the winners of the 600cc Expert and Pro-Sport classes during AMA District 27 short-track action at the Spokane ORV Park in Airway Heights, a race that finalized a three-race weekend of dirt track in the Inland Empire.

Smith's 600cc Expert win, riding a Super-Motard Husqvarna, came after the Spokane resident beat National number 72, Steve Liberty. Liberty, who had a phenomenal weekend, led a sweep of the top four positions in the Expert final. Smith, Liberty, Todd Somers and Jack Darling had all made the Hot Shoe National grid the night before.

Post Falls, Idaho's Todd Gillhoover, who rode a Yamaha, won the first in a series of main events on the fifth-mile oval, the 250cc A main, having won a decisive heat-race victory earlier in a similar fashion. Gillhoover amassed a huge lead en route to a win ahead of Honda-mounted Dean Harrison and Yamaha rider Paul Phelps.

Oregon's Sean Light did a disappearing act similar to Gillhoover's, this time coming in the 125/80cc Expert final. While Light scored a runaway win in the qualifier, the competition stayed somewhat closer to the District 27 number-two rider. Jacob Currey, like Light, was on one of the three 125cc machines in the seven-rider final. Currey beat top 80cc Expert Rory Whitney in a second-place shootout, about half a lap behind the 13-year-old Light.

Jim Monagen scored a pair of wins in the Vintage and Over 40 finals to emerge as the day's dominant rider. Riding a Norton 750, Monagen beat Yamaha rider Mark Scarpelli and Randy Ray to the finish to net his first of two wins. Jon Teal looked to spoil Monagen's domination, but Monagen thundered back to overtake Teal for an Over 40 A main-event win. Teal managed to hang on to second ahead of Fran Gillhoover, who initially challenged both Monagen and Teal but slipped off the groove, finishing ahead of Montana's Ron Fenner.

Honda-mounted Anderson ran away with the Pro-Sport heat race to sit on the pole position for the 10-lap final. Anderson motored away with a huge lead - one he would maintain to the finish, despite advances from Richard Clark, Brian Watson and finally Tom Sheard, to score a win and the accompanying $200. Sheard, Clark, Mike Allen, Elliot Davis and Arlen Anderson rounded out the top six.

Liberty got the initial jump on the 600cc Expert main. It was Smith, two turns later, stealing the inside line on his Husqvarna to lead Liberty, Somers, Paul Morgan and Darling on the opening-lap parade. Smith would never relinquish his lead, and he beat Liberty, the weekend's dominant rider. Somers netted a close third, while Darling ended up gaining a position on Morgan for fourth.

Results

60/80:1. Johnny Asvestas (Hon); 2. Mike Asvestas (Yam); 3. Wyatt Maguire (KTM).

125/80 EX: 1. Sean Light (Hon); 2. Jacob Currey (Hon); 3. Rory Whitney (Yam).

250: 1. Todd Gillhoover (Yam); 2. Dean Harrison (Hon); 3. Paul Phelps (Yam).

VINT: 1. Jim Monagen (Nor); 2. Mark Scarpelli (Yam); 3. Randy Ray (Yam).

40+: 1. Jim Monagen (Yam); 2. Jon Teal (Yam); 3. Fran Gillhoover (Yam).

600 PRO-SPT: 1. Keith Anderson (Hon); 2. Tom Sheard (Yam); 3. Richard Clark (Yam); 4. Mike Allen (Hon); 5. Elliot Davis (Hon).

600 EX: 1. Steve Smith (Hus); 2. Steve Liberty (Yam); 3. Todd Somers (Hon); 4. Jack Darling (Yam); 5. Paul Morgan (Rtx).

Randt gooses Loose Moose Enduro

By Kern Burden

MARQUETTE, MI, JULY 26
Alan Randt took time off from his coaching, mechanic and mentor duties for current National Enduro Champion Mike Lafferty to come home to Michigan and prove he still has the speed it takes to win. Randt took an early lead and never let up. He held off a charging Ron Scharphorn to squeak out a one-point win by carding a 13. Scharphorn's 14 points were good enough to beat Greg Gillian's 17. Gillian, who is from West Virginia, still had the ride of the day,

taking third overall from the B class. Wisconsin's Steven Narel negotiated the tough terrain to nail down fourth place with a 19. Charlie Eller took fifth place home to America's Dairyland with a score of 21. By winning the inaugural Loose Moose Enduro, Randt became the fourth different rider to win in this year's District 14 Enduro series, leaving the season championship completely up in the air.

The race was held entirely on private property owned by the Cleveland Cliffs Iron Company, which gave the Sandblasters Motorcycle Club permission to run the trail anywhere they wanted. Pathfinders Paul Yelle and Duane Lemoine began laying out trail in the dead of winter in an effort to make it challenging and to use all the vastly different types of terrain available in the central part of Michigan's Upper Peninsula. In this they succeeded, as the first loop took the racers through fields and open forests on some fast and fun trail. At the first gas, all the contenders had zeroed the course. The B and C riders were smiling in spite of massive amounts of dust caused by near-drought conditions. Loop two would change all of this.

The second loop would send the riders up Magnatite Mountain and prove to be tough on everyone. Check two had Randt only three minutes down, while his closest competitor, Scharphorn, dropped five to stay within hailing distance. Gillian was third here with a six, while Narel and Eller both dropped seven. A 6-mile reset put the fast boys back on time but did not help most B and C riders, as they began piling up big point totals and carrying them for the rest of the event. Scharphorn would prove to be the fastest to check three, dropping two points, with Randt carding a four in this section. Gillian would also make up a point on Randt by blazing through with a three, while Narel and Eller both dropped four to stay close. At the second gas, Randt and Scharphorn were tied for the lead, with Gillian two back. Narel and Eller stayed in the hunt at four points back. Bottlenecks developed on the uphills in this section, leaving most B and C riders frustrated and tired as they emerged from the woods for the second gas. Many B riders and most of the C class called it quits at this point and loaded up for the long trek home. Those that soldiered on were rewarded with easier terrain, but for many, the damage had already been done.

The third loop would be the deciding factor. Randt had a 25-second lead on Scharphorn going into the final loop, which would be a long one, taking the racers from 80.76 miles to 140.84 miles on the route chart. It would prove to be the undoing of most of the B and C class, as many would hour out before the final check. Narel set the pace here by rocketing to a four over the many rock ledges and piles that looked more like an observed trials section than an enduro trail. Randt and Gillian both raged to a five, while Scharphorn slipped off the pace to drop six points, handing the overall to Randt. Eller fell back to a seven and fifth overall. The District 14 Enduro Series now shifts back south of the Mackinac Bridge for the 72nd running of the Jackpine.

Results

GRAND CHAMPION: Alan Randt (KTM).

AA: 1. Ron Scharphorn (KTM); 2. Steven Narel (KTM); 3. Charlie Eller (Hon); 4. Larry Bergquist (Kaw); 5. David Lipovsky Jr. (KTM).

200 A: 1. Bruce Vannatta (Kaw); 2. Ryan Moss (KTM); 3. Luke Jacobson (Kaw); 4. Charles Apple (KTM); 5. Terry Bender (Kaw).

250 A: 1. Jeffrey McLain (Hon); 2. Shawn Denman (KTM); 3. Jamie Lipovsky (Suz); 4. Robb Grill (Suz); 5. Robert Cook (KTM).

OPEN A: 1. Jon Erick Burleson (KTM); 2. Neil Scharphorn (KTM); 3. Elroy Christianson (KTM); 4. Russell Norman (KTM); 5. Kirk Toily (KTM).

4-STRK A: 1. Tim Christenson (Yam); 2. Stephen Bacon (Hbg); 3. Dave Hutchinson (Hon); 4. Jeff Evans (Yam); 5. Justin Conyers (ATK).

VET A: 1. Steve Vandenboogart (KTM); 2. Deno Skolas (Hon); 3. Rob Howery (KTM); 4. Craig Hayes (Hon); 5. John Love (Hon).

SR A: 1. Mike Marin (KTM); 2. David Peters (ATK); 3. Duane Eller (KTM); 4. Bill Holoweski (KTM); 5. John Rydquist (KTM).

200 B: 1. Steve Gruber (KTM); 2. Michael May (Kaw); 3. Aaron Wegner (KTM); 4. Tony Montgomery (Kaw); 5. Brian Light (Yam).

250 B: 1. Greg Gillian (KTM); 2. Phil Peterson (KTM); 3. Paul Reschke (KTM); 4. John Hutchins (Yam); 5. Mark Gruber (KTM).

OPEN B: 1. Mike Nulterer (KTM); 2. Daniel Michaels (KTM); 3. Greg Miller (ATK); 4. Matt Near (KTM); 5. Steve Belich (Hon).

4-STRK B: 1. J.R. Gines (Yam); 2. Robert Evans (Hon); 3. Tim Johnson (Yam); 4. Adam Conrad (Hon); 5. Dustin Pucket (Hbg).

VET B: 1. Stephen Beauchaine (KTM); 2. Jeff Brownell (Kaw); 3. Randy Hackett (KTM); 4. Lloyd Geib (Suz); 5. Richard Brereton (KTM).

SR B: 1. Albert Lehre (KTM); 2. Larry Campbell (Kaw); 3. Jerry Peckel (KTM); 4. Gordon Bukowski (Yam); 5. David Krick (Kaw).

200 C: 1. Richard Laughlin (Hon); 2. Katie Campbell (Kaw); 3. Chad Schultz (Hon); 4. Nathan Zambon (Kaw); 5. Nicholas Travis (Hon).

250 C: 1. Karl Lueschow (KTM); 2. Dave Tiskus (KTM); 3. Richard Belles (KTM); 4. Michael Huber (KTM); 5. Ben Eggum (Kaw).

OPEN C: 1. Alan Havens (Hon); 2. John Newton (KTM); 3. Carl Johns (KTM); 4. Kevin Kolbus (KTM); 5. Ronald Belich (KTM).

S/SR: 1. Steve Reschke (KTM); 2. Cornelius Scharphorn (KTM); 3. Carl Scharphorn (KTM); 4. Dennis Wegner (KTM); 5. Per Lillemoen (Suz).

MSTR: 1. Joseph Kenty (KTM); 2. Ed Densmore (KTM); 3. Ron Sape (KTM).

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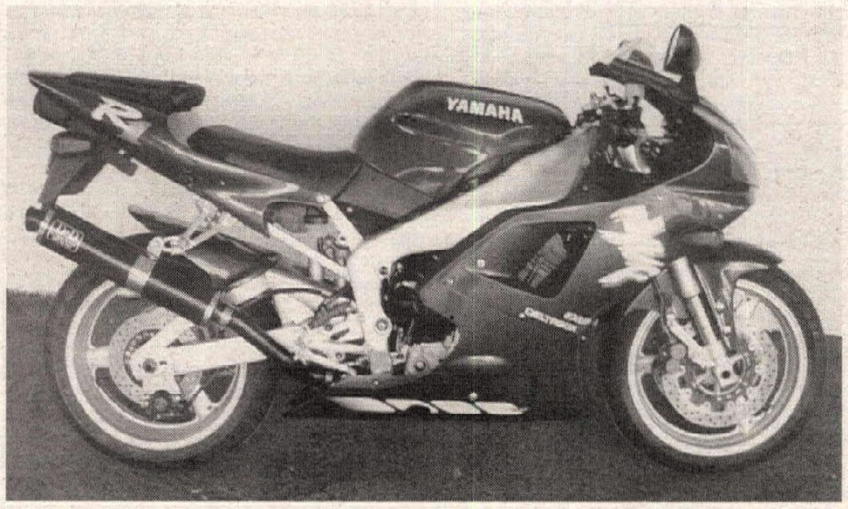

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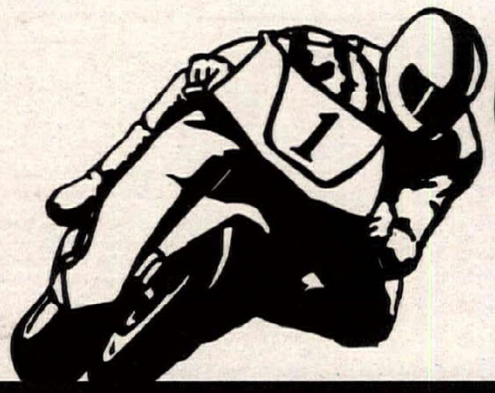

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Ken Murphy heads across an open stretch of the Calamity Pass Enduro in Rand, Colorado.

Stretch again at Calamity Pass Enduro

By Troy Raynor

RAND, CO, JULY 19

Scott Stretch showed his Six Days form once again as he rode a fast, hard race to yet another overall victory at the 13th annual Calamity Pass Enduro. This year's event was held not just on any Sunday; *this* Sunday saw the attendance of celebrity off-road legend Malcolm Smith.

Smith was signed up to ride with his 12-year-old son Alexander on minute 40. Malcolm helped to raise money to support the club by raffling off a complete set of MSR riding gear, as well as the opportunity to ride the same row as he and his son. More than $800 was raised for the club's much-needed legal defense fund.

Round nine of the Rocky Mountain Enduro Circuit's championship series had 300 riders all fired up to ride one of the best enduros on the circuit. The bright sunlight diffused the dust through the thick trees and tight single-track, keeping the riders on their toes - and on the brakes, at least for the first loop. The three-loop, 121-route-mile, 93-actual-ground-mile event was laid out by the seasoned Front Range Trail Riders.

The first loop sent the riders down three miles of paved highway on their way to the trail head. The riders on minute one were the only ones not engulfed in a cloud of dust as they were routed through several miles of 18-mph timekeeping trail. Several of the top riders couldn't hold back and burned one of the three checks in the early going. A short test section at the end of the 28-mile loop finally got riders hard on the gas and stole a few points away from most. As scores were compared at the first gas, the Moose Off-Road/FMF/Champion/Bridgestone/Ultimate Motorsports-backed Stretch had the top card with a one. Scott Bright was right behind with a two. There was added excitement at the gas as Malcolm Smith came in with a rear flat. A crowd quickly gathered around to watch him do the "Six Days" tire change.

The second loop started with a speed-change increase up to 24 mph, followed by a check-in. Then it was 30 miles of tight Colorado single-track, separated by two resets and four checks. Stretch wasted no time establishing himself as an early contender by maintaining his fast pace and going the quickest through the rocky side-hill section leading to the second gas. RMEC vice chairman Scott Bright was riding well just one point back.

The C-class finish split off at 70 miles, with Ben Jansma taking the overall honors. Dan Dailey, Jim Brown and Barry Schafer finished first, second and third, respectively, in the Vet C class. Malcolm and Alexander finished at the 70-mile mark also.

The 28-mile-long third loop was more fun than Colorado high-country trail. At the fast 24-mph pace, many riders expected a check-in to start the loop, but the club pulled a surprise and had riders peeking around corners at the first few possibles for naught. They were then arrowed into the dreaded "clear-cut" section, a huge logged area with tight trail that serpentined its way for miles around the stump-studded terrain. With no resets in the loop, riders had to carry their points through three checks. Knowing this, Stretch was hard on the gas and carded fast time, finishing with a total score of 16.

"This is my second RMEC overall of the year and it really feels great," Stretch explained. "I pretty much had an uneventful ride - never crashed or anything."

Scott Bright earned a best-ever second overall with a score of 21 after a strong ride on his KX250. Third overall went to KTM-mounted Forrest Tobin with a 26. Next was Casey Colbert and his YZ, carding a 28. Rounding out the top five was KTM pilot Jeff Hernandez with a 30. Finishing first, second and third in the 200cc A class were Greg Huffer, Lee Cooper and Pat Duncan, respectively. The overall B-class winner was Todd Parker, putting in an impressive ride on his KX250 for a score of 29.

Results

O/A A: Scott Stretch (Kaw).

O/A B: Todd Parker (Kaw).

O/A C: Ben Jansma (Yam).

AA: 1. Scott Bright (Kaw); 2. Forrest Tobin (KTM); 3. Casey Colbert (Yam); 4. Dennis Larratt (Kaw); 5. Bruce Field (Hon).

200 A: 1. Greg Huffer (KTM); 2. Lee Cooper (Kaw); 3. Pat Duncan (Kaw); 4. Alex Dicharry (Hon); 5. Eric Griffith (Kaw).

250 A: 1. Jeff Hernandez (KTM); 2. Phil Stevens (Kaw); 3. Jerry Churchill (KTM);4. Norman Nicholas (KTM); 5. Gerritt Hamilton (Hus).

OPEN A: 1. Mark Hynes (KTM); 2. William Hamilton (KTM); 3. Billy Burgener (KTM); 4. Ryan O'Neil (KTM).

SR A: 1. George Villanyi (KTM); 2. Kevin Davis (KTM); 3. Randy Walker (KTM); 4. Erich Esswein (KTM).

SUP SR LONG: 1. Keith Ratcliff (Hon); 2. Rudolph Bradley (ATK).

4-STRK A: 1. Shawn Tescher (Yam); 2. Ryan Brown (Hon); 3. Erik Nijkamp (Yam); 4. Jim Wey (Kaw); 5. James Pearson (Hon).

VET A: 1. Troy Raynor (Yam); 2. Morgan Murri (Hon); 3. Bill Niemiec (KTM); 4. Randy Rengstorff (Hon); 5. Tony Good (Yam).

200 B: 1. Josh Aumiller (KTM); 2. Mike Harvey (KTM); 3. Adam Griffith (KTM); 4. Mike Decker (KTM); 5. Daniel Weber (KTM).

250 B: 1. Hayden Fenwich (Hon); 2. Jeff Bell (Hon); 3. Darren Abbott (Suz); 4. Ted Winkelman (Hon); 5. Eric Jordan (KTM).

OPEN B: 1. Jason Cooper (KTM); 2. Thomas Abbott (Hon); 3. Tony Hildreth (KTM); 4. Mike Spencer (KTM); 5. Paul Keilt (KTM).

SR B: 1. Bill Agardy (Hon); 2. Ken Murphy (Yam); 3. Steve Vanatta (KTM); 4. Brad Duvall (Kaw); 5. Henri Darricau (Suz).

4-STRK B: 1. Scott Nix (ATK); 2. Chris Corrigan (Hon); 3. Steve Patton (Kaw); 4. Greg Lehnerz (Hon); 5. Dan Sommer (Hon).

VET B: 1. Lee Johnson (Kaw); 2. Steven Lieberman (KTM); 3. Tim Stevensen (Hon); 4. Steve Bauman (KTM); 5. Michael Vialpando (ATK).

200 C: 1. Keith Wilson (Yam); 2. Scott Chandler (Hon); 3. Marc Baker (Kaw); 4. Craig Bailey (Kaw); 5. Scott Bagwin (Kaw).

250 C: 1. Michael Pruitt (Suz); 2. Vernon Stokey (Hon); 3. Scott Raeker (Kaw); 4. Jason Wright (Yam); 5. John Derry (Kaw).

OPEN C: 1. David Jackson (Kaw); 2. Darin Lane; 3. Aaron Newland (KTM); 4. Scott McPherson (KTM); 5. Gabriel Reos (KTM).

SR C: 1. Tony Cooper (KTM); 2. David Derry (Kaw); 3. Ed Gulczynski (KTM); 4. Dave Kimbley (Yam); 5. Robert Hargrove (KTM).

4-STRK C: 1. Martin Cywinski (Kaw); 2. Randy Feuerstein (Hbg); 3. Scott Hoffmeyer (Hon); 4. Derek Moore (Hon); 5. Jock Derry (Hon).

VET C: 1. Dan Dailey (Yam); 2. Jim Brown (KTM); 3. Barry Schafer (KTM); 4. Larry Feuerstein (Yam); 5. Keith Mike (Kaw).

S/SR C SHORT: 1. Wayne McFetridge (Kaw); 2. Jim Maucker (Yam); 3. Floyd Stretch (KTM); 4. John Tobin (KTM); 5. Howard Utsey (Hon).

LDS: 1. Nicole Bradford (KTM); 2. Liz Wilson (Kaw); 3. Karol Hockensmith (KTM); 4. Patti Schmidt (Hon); 5. Shawn Stretch (Hon).

Burkhart blitzes Honda Hills Motocross

By Mark Bliss

LINNVILLE, OH, AUG. 7

Mark Burkhart returned to his winning ways at round 10 of the Honda Hills/Cycra/Pro Action/Moto Taasinari/Tireman Offroad/Miracle Customs/Lancaster Sport Cycles Friday Night Series at Honda Hills. Burkhart stormed off to a double moto sweep of the 250cc A class, leaving everyone else in an exciting race for second. In the first moto, Tommy Collier grabbed the holeshot ahead of Burkhart and the CR250 of Joe Oehlhof. It took Burkhart about half a lap to displace Collier, from which point he waltzed away from the rest of the pack. Collier held on for second, just ahead of Oehlhof. Rounding out the top five were Donny Urban and John Woodfork. The second moto was a carbon copy of the first, with the exception of the start. Burkhart grabbed the holeshot and never looked back, securing the overall with his perfect 1-1 score.

Burkhart split moto wins with Collier in the 125cc A class, with Collier winning the overall by virtue of his 1-2 moto finishes. Burkhart couldn't match the pace of Collier, Oehlhof and John Sims in the first moto. Burkhart came back and rode to a solid win in the second to garner second overall in the class. Oehlhof finished third overall, with Sims and Woodfork rounding out the top five.

Rod Hook was again the man to beat in the Over 30 class. Hook pushed his RM250 into the lead in both motos and won the overall via his double moto sweep. Hook was challenged by Bill Leake and Mark Matheis in the first moto, Leake and Richard Robinson in the second moto. Leake would finish second overall, followed by Robinson, John Ritterbeck and Phil Wood. There were a number of other double moto winners on the night's program. In the Pee Wee class, Addison Stalling was unbeatable. The same was true for Benjamin Danforth in 50 (4-6), Kristopher Nelson in 50 (7-8), Jared Grabiel in Mini Junior, David Herb in Mini Senior, Travis Hartshorn in Schoolboy, Nathan Laymon in the 16-24 class, Charlie Layman in Over 25, Joe Collins in Over 40, and Dave Stoneburner in both Four-Stroke and Woods.

The 125cc C class proved to be one of the most exciting races of the day. After a first-turn pileup which resulted in a restart, Clint Grey grabbed the holeshot from his far-outside gate. Grey was able to fend off the challenges of Rob Minton and Brian Beckholt and take the opening-moto win. The second moto began the same as the first, but Grey couldn't hold the lead through the first turn; Minton pushed his KX125 into the lead and stayed there to the end of the moto. He captured the overall via his 2-1 moto scores. Grey finished second in the moto, and second overall as the result of his 1-2 finishes. Mike Skinner, Andy Saxton and Jeff Eveland rounded out the top five.

In all, some 240 riders were treated to a perfect track and perfect weather conditions. With just two rounds of the series remaining, many of the class championships were being hotly contested, with large class trophies and prize packages from the race sponsors.

Results:

P/W: 1. Addison Stalling (Yam); 2. Troy Worstell (Yam); 3. Dakota Jones (Yam); 4. A.J. Ritterbeck (Yam); 5. Cody Combs (Yam).

50 (4-6): 1. Benjamin Danforth (Cob); 2. Cameron Ford (KTM); 3. Jeb Conkey (Lem).

50 (7-8): 1. Kristopher Nelson (Cob); 2. Zach Wheeland (Cob); 3. Brent Naylor (Cob); 4. Colby McCutcheon (Cob).

65: 1. Corey Anthony (Kaw); 2. Haven Holdcroft (Kaw); 3. Kristopher Nelson (Kaw); 4. Dustin Jackson (Kaw); 5. Tyler Bowers (Kaw).

MINI JR: 1. Jarod Grabiel (Suz); 2. Tyler Bowers (Kaw); 3. Christopher Chapman (Hon); 4. Jeffrey Roelle (Suz); 5. William Johnson (Suz).

MINI SR: 1. David Herb (Kaw); 2. Joey Leadbetter (Hon); 3. Joseph Lang (Kaw); 4. Craig Garrett (Hon); 5. Ross Adams (Yam).

SCHBY: 1. Travis Hartshorn (Yam); 2. A.J. Meade (Suz); 3. Jacob Morningstar (Yam); 4. Dustin Bergett (Yam); 5. Nathan Wills (Suz).

125 A: 1. Tommy Collier (Suz); 2. Mark Burkhart (Hon); 3. Joe Oehlhof (Hon); 4. John Sims (Yam); 5. John Woodfork (Kaw).

125 B: 1. Jake Mathews (Hon); 2. Travis Hartshorn (Yam); 3. James Chapman (Hon); 4. Steve Chapman (Kaw); 5. Rob Bingman (Suz).

125 C: 1. Rob Minton (Kaw); 2. Clint Grey (Suz); 3. Mike Skinner (Yam); 4. Andy Saxton (Hon); 5. Jeff Eveland (Hon).

250 A: 1. Mark Burkhart (Hon); 2. Tommy Collier (Suz); 3. Joe Oehlhof (Hon); 4. Donnie Urban (Yam); 5. John Woodfork (Kaw).

250 B: 1. Terry Collins (Suz); 2. Tommy Laymon (Hon); 3. Pat McPherson (Kaw); 4. Rob Miracle (Yam); 5. Aaron Madinger (Yam).

250 C: 1. Tom Debmann (Kaw); 2. Rob Minton (Kaw); 3. Barry Taylor (Kaw); 4. Buck Mills (Kaw); 5. Corey Treadway (Hon).

16-24: 1. Nathan Layman (Yam); 2. Brandon Shull (Suz); 3. Jacob Matthews (Hon); 4. Jess Hicks (Yam); 5. Barry Taylor (Kaw).

25+: 1. Charlie Laymon (Hon); 2. Richard Robinson (Hon); 3. Bill Leake (Yam); 4. Donnie Urban (Yam); 5. Rob Bingman (Suz).

30+: 1. Rodney Hook (Suz); 2. Bill Leake (Yam); 3. Richard Robinson (Hon); 4. John Ritterbeck (Yam); 5. Phil Wood (Yam).

40+: 1. Joe Collins (KTM); 2. Mark Matheis (Yam); 3. Jim Williamson (Hon); 4. Kevin Haydocy (Yam); 5. Dale Whyde (Kaw).

OPEN 1. Dave Stoneburner (Yam); 2. Mark McDaniel (Yam); 3. Larry Dixon (Hon).

WDS: 1. Dave Stoneburner (Yam); 2. Corey Treadway (Hon); 3. Travis Sullivan (Yam); 4. John Coler (KTM); 5. Stacey Snead (Hon).

2-STRK B: 1. Allen Dysart (Suz); 2. Eren Darnes (Hon); 3. Brent McKee (Hon); 4. Charlie Bussey (Hon); 5. Cale Clarkston (Hon).

4-STRK: 1. Dave Stoneburner (Yam); Scott Morrison (Yam).

4-STRK B: 1. Aaron Bills (Hon); 2. Scott Willis (Hon); 3. Shane Hyme (Hon); 4. Greg Fisher (Hon); 5. John McKenzie (Hon).

Swift family trees Barona Oaks wins

By Homer Eubanks

RAMONA, CA, AUG. 9

A blanket of clouds and occasional raindrops cooled off the normally hot Southern California Barona Oaks Raceway. The motocrossers took advantage of this unusual fresh weather and renewed their midseason series effort with a flurry of motocross action. Standing out like a bolt of lighting against a dark sky was Angelo Ingrande as he dominated the 250cc Pro class. The Swift family also enjoyed the day, with Chris topping the Vet Intermediate division and his son Cas taking both the 60 and 80 (7-11) Stock-class honors. In 80cc action, Josh Navarro continues to uphold his winning ways in both the 80 Intermediate and Supermini classes.

Ingrande made a sweep of the 250cc Pro class on his Suzuki. Ingrande's closest competition came from Jim Henn. Henn wasn't alone throughout the race, but he was able to cross the line in second in both motos ahead of Marc Johnson.

Chris Swift, sponsored by Burger King, blew across the Barona landscape like a tornado as he bested the efforts of the Vet Intermediate riders. Swift made a clean sweep but had to earn his title in round one. Paul Cortez absconded with the holeshot and was in charge for four laps of the six-lap race. Once out front, Swift sailed straight for the checkered. Swift came back in the second moto and snatched the holeshot, then had to hold off his old rival Don Connelly. Connelly managed second for the day after placing fourth in moto one. Greg Meyers made it a trio by finishing third in each moto.

Cas Swift once again leaves no doubt that he is headed for the overall season championships in both the 60 and 80 Stock classes. Swift repeatedly jumped off the line and methodically maneuvered through each turn. Aaron Breid and Steven Cerda went at each other throughout the second moto. The third-place honors must have changed hands a dozen times, but at the end it was Breid who made the last pass stick.

Navarro continues to dominate the Supermini class. Navarro took the overall after stealing the lead from David Meyers in round one. In the second moto, Shaun Connelly looked as if he could take the show but lost control of the Honda on lap two. Navarro was right there to take over the lead and eventually win. Back in third in both motos was Navarro. Meyers produced two consistent second-place finishes for second overall.

Matt Condon took home the 125cc Novice gold after placing second to Travis Frink in moto one and then taking third in moto two. Frink drifted over into Brandon Hamlett in a midair mishap.

Hamlett was able to remount but Frink was a DNF in moto two. Second in the class was David Fox, who had a 4-2 showing. John Hopkins won the second moto but his sixth-place finish in moto one dropped him to third overall.

Michael Herrera stole the first Junior Cycle Open moto right from the gate. Herrera came back later to take the overall after placing second to Steven Lewis in moto two. Lewis had placed third in the first moto, and he realized the best way to win was on the start. In the second moto, Lewis exited turn one first and never looked back. Cory Branch managed a second place in the first moto and then came back in third in round two, earning third overall. CN

Results

INTRO TO MX: 1. Shea Smith (Hon); 2. Brandon Hamilton (Kaw); 3. Isaac Ciyo (Hon); 4. Mike Gomez (Yam); 5. Zack Williams (Kaw).

P/W F/T: 1. Austin Millsap (KTM); 2. Joshua Fickel (KTM); 3. Casey Harris (KTM); 4. Cody Summit (Yam); 5. Adrian Roman (KTM).

P/W (0-6) STK: 1. Dakota Garner (Cob); 2. Richard Romero (KTM); 3. Xavier Stokes-Arrey (KTM); 4. Austin Ballard (Lem); 5. Tyler Hall (KTM).

P/W (7-8) STK: 1. Justin Morgan (Cob); 2. Trevor Reis (Cob); 3. Kristopher Chambers (Cob).

P/W (0-6) MOD:1. David Garner (Cob); 2. Austin Ballard (KTM); 3. Xavier Stokes-Arrey (KTM); 4. Richard Romero (KTM).

P/W (7-8) MOD: 1. Clayton Murillo (Cob); 2. Trevor Reis (Cob); 3. Justin Morgan (Cob); 4. Kristopher Chambers (Cob).

JR CYCLE OPEN: 1. Michael Herrera (Kaw); 2. Steven Lewis (Kaw); 3. Cory Branch (Kaw); 4. Terren O'Dell (Kaw); 5. Jake Thomas (Kaw).

60 (7-11) STK: 1. Cas Swift (Kaw); 2. Brad Masters (Kaw); 3. Aaron Brandon Spencer (Kaw).

80 BEG: 1. Kevin Fava (Hon); 2. Kurtis Knowles (Hon); 3. Larry Reese (Kaw); 4. Dennis Ewing (Suz); 5. R.T. Underwood (Hon).

80 (7-11) STK: 1. Cas Swift (Suz); 2. Marc Abernathy (Hon); 3. Dave Jackson (Yam); 4. Anthony Charette (Yam); 5. Larry Reese (Kaw).

80 NOV: 1. David Meyers (Hon); 2. Joey Navarro (Kaw); 3. Brandon Ellingsen (Hon); 4. Justin Herrmann (Yam); 5. Shaun Connelly (Yam).

80 INT: 1. Josh Navarro (Kaw).

S/MINI: 1. Josh Navarro (Kaw); 2. David Meyers (Hon); 3. Joey Navarro (Kaw); 4. Shaun Connelly (Yam); 5. Brandon Ellingsen (Hon).

125 BEG: 1. Ken Johnson (Yam); 2. Mickey Rogers (Yam); 3. Eric Anderson (Kaw); 4. Steven Claubaugh (Kaw); 5. Richard Thorp (Kaw).

125 NOV: 1. Matt Condon (Yam); 2. David Fox (Yam); 3. John Hopkins (Yam); 4. Billy Arnone (Yam); 5. Eric Johnson (Hon).

125 INT: 1. Joshua West (Yam); 2. Daniel Nichols (Suz); 3. Jeremy Stenberg (Yam); 4. Jake Elkins (Yam); 5. Emitt Kling (Suz).

125 (12-15): 1. John Hopkins (Yam); 2. Emitt Kling (Suz); 3. Pete Scully (Yam); 4. David Fox (Yam).

125 (16-25): 1. Joshua West (Yam); 2. Larry Widener (Kaw).

125 PRO: 1. Angelo Ingrande (Suz).

250 BEG: 1. Chad Claubaugh (Kaw); 2. Kyle Yost (Yam); 3. Steve Bullock (Yam); 4. Ricky Graves (Kaw); Grant Claubaugh (Kaw).

250 NOV: 1. Jon Meyers (Kaw); 2. Bryon Kukla (Kaw); 3. Kiel Mattson (Hon); 4. John Mesa (Kaw); 5. Kevin Jost (Yam).

250 INT: 1. Daniel Nichols (Kaw); 2. Paul Cortez (Kaw).

250 PRO: 1. Angelo Ingrande (Suz); 2. Jim Henn (Hon); 3. Marc Johnson (Suz); 4. Chris Sanchirico (Kaw).

WMN: 1. Candice Motshagen (Hon); 2. Shelly Danylo (Suz); 3. Vicki Henn (Yam); 4. Tami Rice (Hon); 5. Catherine Sarchino (Kaw).

VET BEG: 1. Doug Connelly (Yam); 2. Dawson Leachman (Suz); 3. Paul Ellingsen (Hon); 4. John Mattera (Hon); 5. Dean Herrera (Suz).

VET NOV: 1. Ken Lurcook; 2. John Willis (Hon); 3. Dave Fava (Hon); 4. Ron Howell (Kaw); 5. Daniel Smith (Hon).

VET INT: 1. Chris Swift (Yam); 2. Don Connelly (Yam); 3. Greg Meyers (Kaw); 4. Scott LaRosh (Hon); 5. Paul Cortez (Kaw).

OPEN: 1. Byron Kukla (Kaw); 2. Kevin Yost (Yam); 3. Paul Ellingsen (Hon); 4. Kevin Barrett (Kaw).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
9/6 Imola, Italy, Rnd 11
9/20 Catalunya, Spain, Rnd 12
10/4 Phillip Island, Australia, Rnd 13
10/18 Nelson Piquet, Brazil, Rnd 14
10/25 Buenos Aires, Argentina, Rnd 15

World Superbike Championship Series
8/30 A-1 Ring, Austria, Rnd 10
9/6 Assen, Holland, Rnd 11
9/27 Sentul, Indonesia, Rnd 12
10/4 Sugo, Japan, Rnd 13
10/11 Shah Alam, Malaysia, Rnd 14

World Endurance C'ship
9/13 Le Castellet, France, Rnd 5

Trials des Nations
9/20 Valmalenco, Italy

World 250cc Motocross Championship
8/30 Gdynia, Poland, Rnd 14
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

World 500cc Motocross Championship
8/30 Wachtersbach, Germany, Rnd 12

Motocross des Nations
9/27 Foxhill, England

World Individual Speedway Championship
8/28 Linkoping, Sweden, Rnd 5
9/18 Bydgoszcz, Poland, Rnd 6

AMA/MBNA Superbike Series
9/4-6 Fountain, CO, Rnd 12
10/2-4 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA National MX Series
8/30 Binghamton, NY, Rnd 11
9/6 Delmont, PA, Rnd 12

AMA U.S. Open of Supercross
10/10 Las Vegas, NV
10/11 Las Vegas, NV
Info: 702/566-1453

AMA National Hare Scrambles Series
9/13 Millfield, OH, Rnd 6
9/20 Park Hills, MO, Rnd 7
10/4 Lynnville, IN, Rnd 8
10/18 Tulsa, OK, Rnd 9

AMA National Hare and Hound Series
9/12 Wells, NV
9/27 Yerington, NV
10/25 Lucerne Valley, CA
Info: 304/284-0084

AMA Grand National Cross Country Series
8/30 Fairmont, WV
9/12-13 Millfield, OH
9/26-27 Mount Morris, PA
10/10-11 Lisbon, OH
10/24-25 Crawfordsville, IN
Info: 304/284-0084

AMA National Championship Hillclimb Series
9/13 Steel City, PA, Rnd 10
9/20 Middlebury, IN, Rnd 11
9/27 Jefferson, PA, Rnd 12
10/11 Oregonia, OH, Rnd 13
Info: 614/891-2425

AMA Grand National Championship Series
8/29 Sedalia, MO, Rnd 15
9/6 Springfield, IL, Rnd 16
9/19 Seattle, WA, Rnd 17
9/26 Sacramento, CA, Rnd 18
10/3 Las Vegas, NV, Rnd 19
10/11 Del Mar, CA, Rnd 20
Info: 614/891-2425

AMA Western National Four-Stroke MX Series
9/5-6 Whitney, TX
Info: 530/365-1979

AMA Prostar National Drag Racing Series
9/11-13 Atco, NJ, Rnd 6
10/10-11 Houston, TX, Rnd 7
11/20-22 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar West Drag Racing Series
8/30 Salt Lake City, UT, Rnd 3
10/17-18 Phoenix, AZ, Rnd 4
Info: 256/852-1101

Ballzee Aggressive Wear Grand C'ship MX Series
9/19 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
8/30 Dillwyn, VA
9/6 Reidsville, NC
9/13 Elizabeth City, NC
9/19 Danville, VA
9/27 Sanford, VA
10/4 East Bend, NC
10/11 Danville, VA
10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
8/30 Altair, TX
10/11 Altair, TX
11/8 Rathmann, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series
9/6 London, KY
9/26-27 Sevierville, TN
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series
8/30 Iron Station, NC
9/20 Columbus, NC
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone Sheltowee Series
9/5-6 London, KY
9/26-27 Dollywood, TN
10/3-4 London, KY
10/25 London, KY
Info: 606/877-1364

AMA Eastern Four-Stroke National
9/19-20 Danville, VA
9/26-27 Buchanan, MI
10/3-4 London, KY
10/10-11 Casey, IL
10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA District 25 Four Corners Motocross
9/5 Mesa Verde, CO
9/6 Mesa Verde, CO
9/27 Aztec, NM
10/11 Aztec, NM
Info: 970/533-9747 or 505/325-4195

AMA District 14 Vintage Motocross State C'ship Series
9/5-6 Coldwater, MI
9/19-20 Bloomingdale, MI
9/27 Millington, MI
10/4 Millington, MI
10/18 Buchanan, MI
Info: 248/305-8783

AMA/District 36 Vintage Dirt Track C'ship Series
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track C'ship Series
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36 Championship Enduro Series
10/4 Long Barn, CA, Rnd 6
10/11 Redding, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 27 Dirt Track Series
8/28-29 Castle Rock, WA
9/3-6 Castle Rock, WA
9/12 Rainier, WA
9/13 McCleary, WA
9/19 Auburn Mile, WA
9/19 Hannegan, WA
9/20 McCleary, WA
9/26 Rainier, WA
10/17 Elma, WA
11/27 Elma, WA
Info: 253/845-8166

AMA/District 34 Family Motocross Series
8/30 Monticello, NY
9/6 Modena, NY
9/13 Claverack, NY
9/20 Modena, NY
9/27 Walkill, NY
10/4 Modena, NY
10/11 Modena, NY
10/18 Walkill, NY
10/25 Modena, NY
11/1 Modena, NY
Info: 518/828-6149

AMA/District 36 Family Enduro Series
11/14 Foresthill, CA, Rnd 4
11/22 Stonyford, CA, Rnd 5
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
8/29-30 Bass Lake, CA
9/12-13 Sequoia National Forest
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series
10/31-11/1 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/District 37 Big 6 GP Series
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38 Flat Track Series
9/19 Temecula, CA
10/10 Del Mar, CA
10/17 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA Hot Shoe Series
8/28 Greenville, OH, Rnd 10
9/4 Castle Rock, WA, Rnd 11
9/5 Castle Rock, WA, Rnd 12
9/5 Springfield, IL, Rnd 13
Info: 614/891-2425

AMA GFTL Semi-Pro Dirt Track Series
9/11 Greenville, SC (Semi-Pro)
9/12 Greenville, SC (Pro-Am)
9/26 Danielsville, GA, Rnd 9
10/24-25 McRae, GA, Rnd 10
11/21 Danielsville, GA, (Charity Race)
Info: 770/962-7888 or 770/339-3997

AMA/WML Outdoor National Motocross Series
8/29 Binghampton, NY
8/30 Binghampton, NY
Info: 949/837-2206

Checkered Flag Dirt Track Series
10/10 Danielsville, GA
11/7 Danielsville, GA
Info: 770/962-7888 or 770/339-3997

AHRMA Progressive Suspension Historic Cup Series
9/19 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/Sound Of Thunder Series
9/19-20 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series
8/29 Tyler, TX
9/18 Steamboat Springs, CO
9/26 Peoria, IL
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
8/29 Athens, OH
9/4 Castle Rock, WA
9/16 Hayden, CO
9/27 Sacramento, CA
9/27 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series
9/17 Steamboat Springs, CO
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
Info: 715/842-9699

AHRMA Dixie Cup Road Race Series
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Midwest Regional MX Series
9/5 Linnville, OH
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

AHRMA/El Dorado Cycle Midwest Trials Series
9/13 Marshfield, MO
10/10 White City, IL
10/25 Park Hills, MO
Info: 417/859-4158

AHRMA Northeast Regional Hare Scrambles Series
9/20 Plymouth, PA
Info: 717/675-1814

AHRMA Northeast Regional MX Series
9/6 Englishtown, NJ
9/26 Binghamton, NY
10/10 Clifford, PA
Info: 914/429-9465

AHRMA Northwest Regional MX Series
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

AHRMA/European Dirt Rocky Mountain Regional MX Series
9/20 Craig, CO
9/27 Berthoud, CO
Info: 970/879-6651

AHRMA/European Dirt Rocky Mountain Regional Trials Series
9/27 Berthoud, CO
Info: 303/629-3069

H&H KTM Southeast GP Series
8/29 Macon, GA
9/13 Sale Creek, TN
9/26 Macon, GA
Info: 770/986-3213

AHRMA Southeast Dixie Series
11/8 Bremen, GA
Info: 770/986-3213

AHRMA Southeast Regional MX Series
10/11 Reddick, FL
Info: 770/986-3213

AHRMA Southeast Regional Trials Series
10/3 Millersville, AL
Info: 334/826-1969

AHRMA Southwest Regional MX Series
9/27 Gorman, CA
11/8 Tulare, CA
11/22 Peoria, AZ
Info: 909/929-6772

AHRMA Vintage Iron/Toyota Texas MX Series
8/29 Tyler, TX
Info: 281/679-5764

AHRMA/Western Regional Dirt Track Series
9/7 Lancaster, CA
10/4 Lodi, CA
10/24 Tulare, CA
10/25 Tulare, CA
Info: 818/992-5343

SERA Enduro Series
9/20 Rockford, AL
9/27 New Augusta, MS
10/11 Clanton, AL
11/1 Maplesville, AL
Info: 205/980-5191

SERA Hare Scrambles Series
9/6 Pollack, LA
9/26 New Augusta, MS
10/18 Wiggins, MS
11/15 Laurel, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/10 Maplesville, AL
2/7 Birmingham, AL
Info: 504/665-0313

CCS/Championship Cup Road Racing Series
Florida Region
9/11-13 Homestead, FL
9/27 West Palm Beach, FL
12/5-6 Homestead, FL
Southeast Region
8/28-30 Braselton, GA
9/5-6 Bloomingdale, GA
9/19-20 Braselton, GA
Mid-Atlantic Region
8/29-30 Summit Point, WV
9/19-20 Braselton, GA
Northeast Region
9/12-13 Loudon, NH
10/3-4 Loudon, NH
Great Lakes Region
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Midwest Region
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Great Plains Region
8/29-30 Brainerd, MN
Southwest Region
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ
California Region
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

CCS Race of Champions
10/28-11/1 Daytona Beach, FL
Info: 828/684-4297

North American Sport Bike
8/29-30 Braselton, GA
10/20-25 Daytona Beach, FL
9/11-13 Homestead, FL
Info: 828/684-4297

WERA National Endurance Series
8/22 Mount Meridian, IN
9/19 College Station, TX
10/16 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA National Challenge Series
9/18-20 College Station, TX
10/14-18 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA Vintage Series
8/29-30 Hallet, OK
9/5-6 Garrettsville, OH*
9/12-13 Grattan, MI*
9/12-13 Summit Point, WV
9/19-20 Faulkville, GA
9/18-20 College Station, TX
9/26-27 Mount Meridian, IN
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or www.weravintage.com

WERA Sportsman Series
North Central
9/12-13 Grattan, MI
9/26-27 Mount Meridian, IN
Northeast
9/5-6 Garrettsville, OH
9/12-13 Summit Point, WV
Mid-Central
8/29-30 Hallet, OK
South Central
8/29-30 Hallet, OK
9/18-20 College Station, TX
Southeast
9/19-20 Faulkville, GA
Info: 770/924-8404 or www.wera.com

ECEA Championship Enduro Series
8/30 Mauricetown, NJ
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 New Lisbon, NJ
10/4 New Gretna, NJ
10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
10/11 Budds Creek, MD
10/18 Mauricetown, NJ
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series
10/11 Indian Mills, NJ
10/18 New Philadelphia, PA
11/15 Greenbank, NJ
Info: 717/865-0601

Great Lakes Road Racing Association Series
9/19-20 Grattan, MI
Info: 616/458-5888

Formula USA Road Racing Series
8/28-30 Pocono, PA
Info: 530/582-1061

USCRA Vintage Road Race Series
9/28 Loudon, NH
Info: 607/277-2369 or 603/239-6778

Over The Hill Gang National Series
9/12-13 Hollister Hills, CA
10/17-18 Hungry Valley, CA
Info: 562/864-6875 or 714/680-8643

Rocky Mountain Motocross Association
Summer Series
9/6 Colorado Springs, CO
9/13 Milliken, CO
9/27 Brush, CO
10/4 Watkins, CO
Info: 719/473-6723 or 303/271-0190

Sports Riders Association of Colorado Motocross Series
9/13 Colorado Springs, CO
9/20 Pueblo, CO
9/27 Colorado Springs, CO
10/4 Berthoud, CO
10/11 TBA
Info: 303/988-7722

Sports Riders Association of Colorado Indoor Series
8/29 Greeley, CO
Info: 303/988-7722

Wild West Motocross Series
9/5-6 Salt Lake City or Ogden, UT
Info: 208/887-8695 or 208/236-5383

SD/IAMA Motocross Series
8/30 Armstrong, IA
9/20 Yankton, SD
9/27 Sioux Falls, SD
Info: 605/665-3512

Alabama State Championship Motocross Series
9/6 Chandler Mountain, AL
9/12 Kilpatrick, AL
9/19 Ironman, AL
10/4 Chandler Mountain, AL
10/10 Kilpatrick, AL
10/17 Ironman, AL
Info: 205/681-8317 or 205/663-0963 or 205/561-3495

Sunshine State MX Championship Series
8/30 Dade City, FL, Rnd 20
9/6 Ona, FL, Rnd 21
9/13 Orlando, FL, Rnd 22
Info: 352/242-2605

District 11/Buckeye State Motocross C'ship Series
8/30 Troy, OH
9/7 McArthur, OH
9/13 Frankfort, OH
9/27 Sugar Grove, OH
Info: 614/740 323-3489 or www.perfpowersports.com

KTMXA Motocross Series
8/29 Paris, TN
9/5 Clarksville, TN
9/19 Paris, TN
9/26 Paris, TN
10/3 Murray, KY
10/11 Milan, TN
Info: 901/642-0511

Tennessee State Arenacross Championship Series
8/29 Paris, TN
9/12 Dyersburg, TN
9/19 Paris, TN
9/26 Paris, TN
10/10 Paris, TN
10/17 Jackson, TN
10/24 Paris, TN
Info: 901/642-0511

Tennessee Fall Motocross Championship Series
8/27 Hohenwald, TN, Rnd 4
9/5 Columbia, TN, Rnd 5
9/13 Hohenwald, TN, Rnd 6
10/3-4 Lawrenceburg, TN, Rnds 7 & 8
10/24-25 Hohenwald, TN,
Info: 931/796-2298

New England State Motocross Championships
9/6-7 Greene, ME
9/13 Southwick, MA
9/20 Central Village, CT
9/26-27 Greene, ME
10/4 Middleboro, MA
10/11 Southwick, MA
10/18 Middleboro, MA

SUNSTAR SPROCKETS PRESENTS...

1998 CMC Trans-Cal Motocross Nationals

South:
1 Glen Helen Rcwy Sept 13th
2 Badlands Rcwy Sept 20th
3 Competition Park Sept 27th
4 LA County Rcwy Oct 4th

North:
1 Riverfront Park Aug 22nd
2 Silverstate Rcwy Aug 30th
3 Hollister Hills Park Sept 6th
4 Club Moto Rcwy Sept 13th

Pac-NW:
1 Albany SX Park Aug 29th
2 Albany SX Park Aug 30th
3 Yakima Frgrnds Sept 13th

Final Showdown:
Riverfront Park Sat & Sun
October 24th & 25th
Must compete in 3 out of 4 Events to Qualify for Series O/A Prizes & Points

Manuf. Contingency:
Yam - TBA - Call CMC office
Kaw - S/1,3,4 - N/1,3 - PNW/1,3 - F/Sunday
SUZ - S/1,2,4 - N/1,3 - PNW/1,3 - F/Sunday

Times & Prices:
Day Races:
Gates open 6am
Practice 7am
1st Race 9am
Night Races:
Gates open 1pm
Practice 3pm
1st Race 4:30pm

Race Fees:
$30.00 to Race
$25.00 2nd class for Amateurs only!
$20.00 PeeWee's
CMC 98 License 1/2 Price $18.00
Gate Fees:
$10.00 for Adults
$5.00 for Kids 6-12
5 & Under Free
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50% PW Trophies
100% ProPayback

For More Info CMC 949.367.1141

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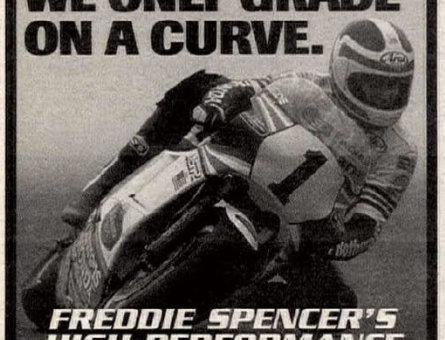

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1998 FALL CLASSES

Sept. 9-10	Oct. 23-24	Nov. 20-21
Sept. 21-22	Nov. 2-3	Dec. 1-2
Oct. 14-15	Nov 11-12	Dec. 15-16
Oct. 19-20	Nov. 14-15	

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DISTRICT 37 AMA COMPETITION
D-#37 Referee
Michelle Cassella
(909) 652-8915
Or For Race Info Only (909) 929-7665
On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Sept.13 Sun.	Lost Coyote 30 Mile Loop & 20 Mile Loop "Best of the West" El Mirale Rd., Main Entrance 8:00 AM Start Jim (805) 951-7078 Dick (805) 256-0556	Hare Scrambles
Sept. 20 Sun.	Check Point Enduro MC Pinnacles, Lake Arrowhead, CA Info: Ed (626) 287-4269 (6:30pm - 8:30pm)	Enduro

STARWEST
☆☆☆ MOTOCROSS PARK ☆☆☆
SATURDAY NIGHT RACING MAR-OCT
TWO TRACKS - MAIN & PEE WEE
On RAMONA EXPY 3 miles east of I-215
At the LAKE PERRIS FAIR GROUNDS
☆☆☆ *OPEN RIDING PRACTICE* ☆☆☆
TUES& THURS 4:30 - 9:30PM
SAT 9AM - 2PM
WED MINIS ONLY 4:30 - 9:30PM
"CALIFORNIA'S HOTTEST NIGHT TRACK"
MORE INFO
909-943-4535
909-657-8845
OTHER EVENTS IN ADDITION TO STARWEST SANCT BY NMA

What's happening? Cycle News Calendar.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/25 Southwick, MA
11/1 Middleboro, MA
Info: 617/982-4307

Moriarty Motocross Series Championships
9/20 Moriarty, NM
10/17 Moriarty, NM
10/18 Moriarty, NM
Info: 505/888-7312

MARS Motorcycle Asphalt Racing Series
9/18 Asheville, NC
10/17 Hampton, VA
Info: 803/626-7959

New England Dirt Track Series
8/29 Bangor, ME
8/30 Bangor, ME
9/26 East Lempster, NH
10/10 East Lempster, NH
Info: 978/874-1732

Victory/Polaris Iowa Dirt Track Series
8/28 Oskaloosa, IA, Rnd 4
9/7 Bloomfield, IA, Rnd 5
Info: 515/265-8388

New England Trials Association
9/13 Meriden, CT
9/27 Exeter, RI
10/18 Chepachet, RI
Info: 508/429-7675 or 401/334-4820 or www.tiac.net/users/danwilms

Jackpine Gypsies Short Track Series
8/29 Sturgis, SD
9/12 Sturgis, SD
Info: 605/347-6022 or Gypsies.sturgis-rally.com

Jackpine Gypsies Motocross Series
8/30 Sturgis, SD
9/13 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies TT Race Series
9/19 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

NETRA Championship Enduro Series
9/13 Lee, MA
10/4 Adams, MA
10/18 Chester, CT
11/1 West Stafford, CT
11/15 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
8/30 Alton, NH
9/6 Uxbridge, MA
9/13 Hoosick, NY
9/20 West Greenwich, RI
10/11 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
9/13 North Haverhill, NH
9/20 New Boston, MA
9/27 Wrentham, MA
10/11 Winchendon, MA
10/25 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
8/29 Alton, NH
9/26 Brimfield, MA
10/10 Assonet, MA
11/7 Winchendon, MA
Info: 860/875-5757

Moose Midwest Enduro Series
9/6 White City, IL
9/13 Winterset, IA
9/27 Fremont, IA
10/25 Springfield Corners, WI
Info: 319/582-4864

IERA Enduro Series
9/13 Winterset, IA
9/20 Castana, IA
9/27 Fremont, IA
10/4 Bartlett, IA
11/1 Morrison, IL
Info: 515/933-4872

IERA Hare Scrambles Series
10/11 Hills, IA
10/18 River Valley, IA
Info: 402/451-5244

MRA Suzuki Tri-State Challenge
10/4 Delta, OH
10/11 Milan, MI
Info: 419/822-3006 or 734/241-1600

MRA Ironman GP Series
9/20 Delta, OH
10/25 Delta, OH
11/1 Delta, OH
Info: 419/822-3006 or 734/241-1600

Mid-South Summer Hare Scrambles Series
8/30 New Johnsonville, TN
Info: 615/859-0873

Southeastern Trials Riders Association C'Ship Series
9/5-6 Cookeville, TN
9/19-20 Gadsden, AL
10/3-4 Millerville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series
9/19-20 Columbus, IN
10/11 Dayton, OH
11/14 TBA
Info: 937/299-1501

Mid-East Hare Scrambles Series
9/6 Morganton, NC
9/20 Lancaster, SC
10/4 Hickory, NC
10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

NYS Off-Road Grand Prix Championship Series
9/6 Hamburg, NY
9/13 Hamburg, NY
9/20 Hamburg, NY
9/27 Hamburg, NY
Info: 716/825-8720

Branson USA MX Championships
9/25-27 Branson, MO
Info: 909/657-6834

La Playa Motocross Grand Prix Series
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

CMA Little Okie Summer Series
8/28 Madera, CA
Info: 209/673-8080

CMA Bounty Hunter Series
8/29 Los Banos, CA
Info: 209/673-8080

Rocky Mountain Enduro Circuit
9/13 Gunnison, CO
11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series
9/13 Little Rock, AR
9/27 Tulsa, OK
10/11 Muenster, TX
10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
9/13 New Waverly, TX
9/27 Cloudcroft, NM
10/11 Muenster, TX
10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma Cross Country Series
9/6 Stillwater, OK
9/27 Cogar, OK
10/4 Rose, OK
11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series
9/18-20 Portland, OR
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

FDTRA Championship Dirt Track Series
8/29 Orlando, FL
Info: 407/869-5388

Missouri Hare Scrambles Championship Series
9/13 Smithville, MO
9/20 Park Hills, MO
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

Total Performance Racing Dirt Track Series
8/30 Tulsa, OK
9/27 Tulsa, OK
10/25 Tulsa, OK
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

International Old-Timers Motocross Series
9/5-6 Fernley, NV
Info: 253/840-0466 or www.seanet.com/~russr

Sunshine State MX Championship Series
8/30 Dade City, FL
9/6 Ona, FL
9/13 Orlando, FL
Info: 352/242-2605

CMRRA 50cc/125cc C'ship Road Race Series
9/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

NCMRRA Road Racing Series
9/12-13 Sacramento, CA
10/3-4 Sacramento, CA
10/31-11/1 Sacramento, CA
Info: 916/722-5517

Vintage Iron/Toyota Texas/AHRMA Spring MX Series
8/29 Tyler, TX
Info: 281/679-5764

CMC Sunstar Trans-Cal Motocross Nationals
South
9/13 Devore, CA, Rnd 1
9/20 Victorville, CA, Rnd 2
10/4 Palmdale, CA, Rnd 3
10/11 San Jacinto, CA, Rnd 4
North
8/30 Carson City, NV, Rnd 2
9/6 Hollister, CA, Rnd 3
9/13 Livermore, CA, Rnd 4
Pacific Northwest
8/29 Albany, OR, Rnd 1
8/30 Albany, OR, Rnd 2
9/13 Yakima, WA, Rnd 3
Final Showdown
10/24-25 Marysville, CA
Info: 949/367-1141 or SPCMCMX@aol.com

GFI At Night Motocross Series
8/29 Perris, CA
Info: 909/653-4042

GFI Fall Motocross Series
9/6 Glen Helen, Rnd 1
9/20 LACR, Rnd 2
10/4 Perris, Rnd 3
10/25 San Jacinto, Rnd 4
Info: 909/653-4042

GFI Elsinore GP
11/7 Elsinore
11/8 Elsinore
Info: 909/653-4042

Kansas Motocross Championships
9/13 Marion, KS
Info: 316/942-6527

KORR Hare Scrambles Championship Series
9/6 Wichita, KS
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

Virginia Championship Hare Scrambles Series
8/30 Danville, VA
9/6 Pulaski, VA
9/20 Middlebrook, VA
10/4 Martinsville, VA
10/11 Newport News, VA
11/1 Surry, VA
Info: 757/255-4620

KORR Motocross C'ship Series
8/30 Hillsboro, KS
9/13 Marion, KS
9/20 Hillsboro, KS
9/27 Inman, KS
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

Sunflower State C'ship Series
9/6 Great Bend, KS
9/20 Lyndon, KS

9/27 Great Bend, KS
10/11 Lyndon, KS
Info: 785/842-8272

MRAN Desert Series
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

Silver State Golden State Motocross Series
9/3 Bishop, NV
Info: 702/267-4392

USRA Desert Series
8/29 Jericho, UT
9/12 Wells, NV
9/26 TBA
10/10 Price, UT
11/14 Knolls, UT

USRA & ZMA Motocross Series
9/19-20 Ogden, UT
10/3-4 Rock Springs, WY
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series
8/29-30 Colorado Springs, CO
9/19-20 Steamboat Springs, CO
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
9/6 Dalton, GA
9/20 Bremen, GA
10/4 Macon, GA
10/11 Roberta, GA
10/25 Bremen, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series
9/26 Lake Superstition, CA
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
9/20 Madera, CA
10/4 Madera, CA
10/11 Madera, CA
10/25 Madera, CA
11/1 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

VDTRA National Dirt Track Championship Series
9/19 Muskogee, OK
9/20 Devils Bowl, TX
10/4 Las Vegas, NV
Info: 719/541-2741

Michigan State Fair Supercross Series
8/28 Hudsonville, MI
9/11 Muskegon, MI
9/21 Centerville, MI
Info: 616/652-2292 or 616/924-5778

West Coast Stadiacross Series
10/2-3 Fresno, CA
10/16-17 San Diego, CA
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Texas Cross Country Racing Association
8/30 Penelope, TX
9/13 Rocky Ridge, TX
9/27 Gholson, TX
10/11 St. Joe, TX
Info: http://www.tccra.org

Nebraska Cornhusker Motocross Circuit
8/30 Friend, NE
9/13 Stockton, KS
9/20 Alma, NE
9/27 Douglas, NE
10/4 North Platte, NE
10/11 McCook, NE
10/18 Douglas, NE
Info: 308/345-3744 or 308/928-2503

AUGUST

S	M	T	W	T	F	S
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SEPTEMBER

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27	28	29	30			

OCTOBER

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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

*Denotes Pro Payback

Thur, Aug 27

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Lewis County Fairgrounds, Rnd 4, Hohenwald. Info: 931/796-2298.

Aug 28-29

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Suzuki/Arctic Cat Amateur Nationals. Info: 607/849-4438.

WASHINGTON TT - AMA/District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

Aug 28-30

CALIFORNIA MOTOCROSS - CMMC, Mini Nationals, Barona Oaks. Info: 760/752-8252.

NEW YORK ROAD RACE - YSR Road Racing, Eastern American Road Racing Association, Kelly Motorsports Park, Batavia. Info: 757/484-4688.

Fri, Aug 28

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Championship Challenge, Miss Fast Fridays crowned, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 4, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

* IOWA HALF MILE - Unlimited Promotions, Rnd 4, Oskaloosa. Info: 515/265-8388.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK MOTOCROSS - AMA, WML, FIM, Ladies International MX Cup Championships, Binghampton. Info: 949/837-2206.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* OHIO MOTOCROSS - AMA, American Motorsports, Inc., Columbiana Co. Fairgrounds, Lisbon. Info: 740/756-1267.

* WISCONSIN STADIUM MOTOCROSS - AMA, Suzuki Contingency, Night Season Finale, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Aug 29-30

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, California Trail Rides, Bass Lake. Info: 714/992-9291.

* MAINE HALF MILE - AMA, Semi-Pro, Sideways Promotions / United Bikers of Maine, Bass Park, Bangor. Info: 978/874-1732.

CALIFORNIA DUAL SPORT - ACT Dual Sport Riding Adventures, El Dorado National Forest, Jackson, CA. Info: 888/ACT-NEWS.

Sat, Aug 29

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 10, Yamaha Contingency, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #2, 80/Minicycle Day. Info: 1-888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA SPEEDWAY - International Speedway, Skirt Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, AMA, Barona Speedway, San Diego. Info: 619/427-0979 or vikoutlaw@aol.com.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Saturday Night Special, Palmdale. Info: 805/272-8889.

DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

* GEORGIA SUPERCROSS - Wings and Wheels, Southeastern Supercross Shoot-Out Series, Bremen Race Park, Bremen. Info: 770/941-8464 or Dirtman23@aol.com.

ILLINOIS DIRT TRACK - Half Mile Dirt Track, Prarie Thunder MC, AMA & District 37, Menard County Fairgrounds. Info: 217/632-3857.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380 or jghix@bloomnet.com.

NEVADA MOTOCROSS - Summer Night Motocross Series, Rnd 6, Churchill County Regional Park, Fallon. Info: 702/423-8226.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK SPEEDWAY - New Champion Speedway, AMA Open Qualifier, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross, Kawasaki Yamaha of Hickory. Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA Fall Series Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO STADIUM MOTOCROSS - CRA, Competition Riders of America, Western Reserve MC, Salem. Info: 330/337-8005.

* OHIO SUPERCROSS - Action Sports, AMA, Nelsonville. Info: 740/594-6686.

* OHIO HALF MILE - Pro-Am, AMA, D&B Racing, Ohio State Harley Owners Group, Athens County Fairgrounds, Athens. Info: 740/594-9009.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Tracker Inc., Rnd 1, 8th annual Tennessee State Arenacross

VINTAGE IRON WORLD CHAMPIONSHIPS

Vintage Iron, Yamaha Motor Corporation and Glen Helen Raceway Have Combined Forces to Bring You the Vintage Racing Weekend of the Century!

The Ironmen Of Motocross Charity Banquet - OCTOBER 31, 1998

Ever dreamed of having dinner with the gods of motocross like DeCoster, Hannah, Mikkola, LaPorte, Wolsink, Ward or Ake Jonsson? Here's the chance of a lifetime. Join us and master of ceremonies, Larry Maier of Speedvision, for a night to remember. We have invited ten of the most notable European racers in history, plus twenty of the best the U.S. ever produced. Together this group will represent the icons of our sport from the 60's to the 80's. Truly the most prestigious gathering of former champions ever assembled, and you can be part of it all while aiding the FEED THE CHILDREN FOUNDATION at the same time. Tickets are still availabe. Call today!

Vintage Iron World Championships - NOVEMBER 1, 1998

A true international event with riders from England, Japan, Australia, Sweden, Holland, France, Belgium and more, all looking to dethrone the American contingent. Classes for machines from Pre-1965 to Evolution (air cooled, drum brake and no linkage suspension) and everything in between.
Age and rider ability classes too!
The best part is there is absolutely
NO MEMBERSHIP NECESSARY.

The Evolution Of Motocross Bike Show
Open to all historical motocross machines regardless of age. There is no charge to enter and prizes will be awarded to all class winners.

For Entry Forms or Information Call
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Or Get Your Entry Form And Updates On The Web
www.vintageiron.com

PRIMM RACING Collection

Saturday October 31st - Glen Helen Raceway
Registration / Practice 9:00AM - 2:00PM
Specially designed and groomed course
Saturday Evening - San Bernardino Hilton
Ironmen of Motocross Charity Banquet
7:00PM - San Bernardino Hilton

Sunday November 1st - Glen Helen Raceway
Gates open at 6:00AM Registration opens at 6:30AM
Rider's meeting at 7:15AM Practice begins at 7:30AM
Racing begins at 9:15AM
Gate Fee: $10.00 Kids $5.00 Under 12 Free
Over Night Camping FREE!

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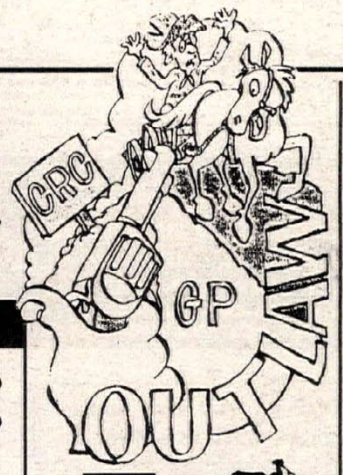
Palmdale, CA 93550

For More Info
Call CRC at (805) 272-8889



CRC

ATTN:Pee Wee
Practice 9:00AM
First Race 10:00 AM
Second Race To Be Announced

Race Schedule
8:00 AM Parade Lap
8:15 AM 125-250-500 Nov/Int/Pro
9:15 AM All 80cc Big Wheel/Women
10:15 AM Oldtimers
11:15 AM All 60cc Super Pee Wee
12:00 Noon Parade Lap
12:15 PM CRC Vets (+30) CRC Sr (+40)
1:15 PM 125-250-500 Beg / 4-Stroke
2:15 PM Jr. Vet (+25) Vintage / Hay Day
3:15 PM Team Race

What's happening? Cycle News Calendar.

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NEVADA Sept. 18-20 limited entries
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For Information call (435) 652-4572
Utah

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SEPT. 25-26-27, 1998

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— CLASSES FOR ALL RACERS AGE & ABILITY LEVELS —

Super Pee Wee 6-9	125 Nov (C) Stk
Pee Wee Stk 4-6	125 Nov (C) Mod
Pee Wee Stk 7-8	125 Beginner
Pee Wee Mod 4-6	125 Open (Non Pro)
Pee Wee Mod 7-8	250 Pro (A)
65 Jr Cycle Stk 6-8	250 Inter (B) Stk
65 Jr Cycle Mod 6-8	250 Inter (B) Mod
65 Jr Cycle Stk 9-11	250 Nov (C) Stk
65 Jr Cycle Mod 9-11	250 Nov (C) Mod
85 Stk through 11	250 Beginner
85 Mod through 11	250 Open (Non Pro)
85 Stk 12-13	Plus 25 (A)
85 Mod 12-13	Plus 25 (B)
85 Stk 14-16	Plus 30 (A)
85 Mod 14-16	Plus 30 (B)
Super Mini Mod thru 16	Plus 35 (A)
125 Pro (A)	Plus 35 (B)
125 Inter (B) Stk	Plus 40
125 Inter (B) Mod	

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SCHEDULE CHANGE

Sept. (NHS/Y)	12/13	Burr Oaks	Millfield, OH
		Rt. 13 E. of Athens to Millfield	
Sept. (Y)	26/27	High Point	Mount Morris, Pa
		I-79 to Exit 1 Mount Morris	
Oct. (Y)	10/11	Lisbon	Lisbon, OH
		5mi W of Llisbon off Rt. 30 (Trinity Church Rd)	

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MAXXIS SCOTT FMF
Saturday: 10 am Quad Poker Run, 1 pm Quad Race, 4 pm Bike Youth & Women
Sunday: Bikes, 10 am Super Sen. & C classes, 12 Noon Pro, A & B classes

SPEEDWAY RACING
Every Saturday Night
Orange County Fairgrounds
Costa Mesa, california
Info: (949) 492-9933
www.wient.com/speedway
e-mail: speedway@wient.com

Sat.,	Aug. 29	Skirt Night - All skirts FREE! (Speedway, Sidecars and P.W.50's)
Sat.,	Sept. 5	NO RACING AT COSTA MESA SPEEDWAY LABOR DAY
Sat.,	Sept 12	Inflight Speedway and Extreme Free Style Motorcycle Jumping
Sat.,	Sept. 19	Legends of Speedway (Riders of Yesteryear)

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SSC MOTO-X RACING
Friday Night Racing At Castaic Lake
Every Friday in August & September
Bleachers, Lights, Food and Great Racing!
Gates open - 3:30
Practice - 5:00
Race start - 6:00
3miles north of Magic Mtn
Exit Lake Hughes Rd - Right
½ mile to Ridge Route - Left
¼ mile to entrance on right
805-294-0020 WWW.reset-inc.com/sscmx

SSC MOTO-X RACING
HUNGRY VALLEY SVRA MOTOCROSS PRACTICE
Every Thursday - 1:00pm - Dusk
Every Saturday - 9:00am - 2:00pm
Every Sunday thru the summer - 9:00am - 2:00pm
805-294-0020 WWW.reset-inc.com/sscmx

CRC 1998 California Race Schedule
100% PRO PAYBACK

Saturday	Aug. 29	Saturday Nite Special	LACR
Saturday	Sept. 5	Saturday Nite Special	LACR
Monday	Sept. 7	CRC Outlaw GP - Outlaw Racing	LACR
Saturday	Sept. 12	Saturday Nite Special	LACR
Saturday	Sept. 19	Saturday Nite Special	LACR

Wed. Nite Practice April 15 to Sept. 23 • 4:00pm to 9:00pm
Fri. Nite Practice June 5 to Sept. 25 • 4:00pm to 9:00pm
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Championship, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Sun, Aug 30

CALIFORNIA ROAD RIDE - 5th annual Los Angeles Harley Hot Summer Night Bike Show. Info: 562/408-6088.

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CANADA ENDURO/DUAL SPORT - CMA, Niagara Timberline Riders, Welland, Province, Ontario. Info: 716/822-9115 or http://www.vaxxine.com/timberline.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Trans MX Series, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 738-0664.

IOWA MOTOCROSS - Sand Castle Racepark, Des Moines. Info: 515/771-6439 or 265-7710.

MARYLAND POKER RUN - Antietam Motorcycle Club, AMA, District 7, Hagerstown. Info: 301/797-8686.

* MARYLAND HARE SCRAMBLES - Ironman Hare Scrambles Series, AMA, Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MICHIGAN HARE SCRAMBLES - Bent Wheels Competition Club, AMA, District 14, Rose City. Info: 517/685-2059.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEVADA MOTOCROSS - CMC, Sunstar Trans-Cal Motocross Nationals, Rnd 2 North, Silverstate Raceway, Carson City. Info: 702/267-4392.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Flat Rock, Lowville. Info: 315/376-2332.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Suzuki/Arctic Cat 125/250cc AMA Pro-Nationals. Info: 607/849-4438.

* NEW YORK SPEEDWAY - New Champion Speedway, AMA Open Championship, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Winters Marketing Ultra Series, Iron Station. Info: 423/323-5497.

OHIO MOTOCROSS - Kenworthy GP Club, Buckeye MX Series, Troy. Info: 937/335-4763.

* OREGON MOTOCROSS - CMC, Sunstar Trans-Cal Motocross Nationals, Rnd 1 Pacific Northwest, Albany SX Track, Albany. Info: 541/928-4474.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

TENNESSEE HARE SCRAMBLES - Mid-South Summer Series, New Johnsonville. Info: 615/859-0873 or www.msws.org.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Waco Eagles/Penelope.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Altair. Info: 409/732-9171.

TEXAS MOTOCROSS - Texas State Championship MX Series, Rnd 1, Swan Cycle Park, Tyler. Info: 903/882-4215.

VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Actiontown USA Motocross Park, Dillwyn. Info: 804/724-4392.

Wed, Sept 2

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

* KENTUCKY MOTOCROSS - AMA, American Motorsports, Inc., Greenup Co. Fair, Greenup. Info: 740/756-1267.

Sept 3-5

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

Sept 4-6

ILLINOIS MILE REUNION - 14th annual Mile Reunion, Pistol Racing, The Pistol Gardens, Springfield. Info: 217/527-1251 or 507/334-8243 or rgriz2@aol.com.

Sept 4-7

MEXICO ROAD TOUR - Southern California Motorcycling Association, 23rd annual Three Flags Classic, begins in Tijuana, BC, Mexico, and finishes in Kimberley, BC, Canada. Info: 805/269-5982.

Fri, Sept 4

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Junior National Fan of the Year, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 5, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

IOWA HALF MILE - J&P Promotions, 10th annual Antique Motorcycle Half Mile Flat Track Races, Mississippi Valley Fairgrounds, Davenport. Info: 319/462-6011.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

PENNSYLVANIA MOTOCROSS - Amateur Day, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

Sept 5-6

COLORADO MOTOCROSS - Colorado Iron Horse Rally Motocross, High Desert Racing Club, Mesa Verde. Info: 970/533-9747 or 505/325-4195.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/630-5430.

* KANSAS MOTOCROSS - AMA, Checkered Flag Productions, Finney County Fairgrounds, Garden City, Kansas. Info: 940/683-4742.

NEVADA MOTOCROSS - International Old-Timers MX Association, Nevada Chapter, Fernley. Info: 702/475-2651.

OHIO DIRT TRACK - AMA, Semi-Pro, Fast Track Racing, Summer Thunder Series, Mercer County Fairgrounds, Celina. Info: 219/486-7172.

TENNESSEE TRIALS - AMA, STRA Championship, Cookeville. Info: 931/528-1061.

Sat, Sept 5

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Saturday Night Special, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event # 3, Bomber Day. Info: 1-888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NEW YORK SUPERCROSS - NYS Supercross, Night Thunder Series, Hamburg. Info: 716/825-8720.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA, American Motorsports Inc., Richwood Independent Fair, Richwood. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE MOTOCROSS - Montgomery County Fairgrounds, Clarksville. Info: 502/886-8564.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Maury County Fairgrounds, Rnd 5, Columbia. Info: 931/796-2298.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sept 6-7

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

Sun, Sept 6

CALIFORNIA HARE SCRAMBLES - High Sierra MC, Soda Springs Ski Area, Truckee.

* CALIFORNIA MOTOCROSS - CMC, Trans-Cal MX National Rnd 3, Hollister Hills MX Track, Hollister Hills. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Rnd 1, Glen Helen, San Bernardino. Info: 909/653-4042.

* COLORADO MOTOCROSS - Semi-Pro with Youth, Rocky Mountain Motocross Association, Aztec Family Raceway, Colorado Springs. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* GEORGIA MOTOCROSS - Suzuki, Yamaha and Kawasaki Contingency, Championship Series, Lazy River Motocross Ranch, Chatsworth. Info: 706/278-1620.

IOWA MOTOCROSS - Midwest Junior Motocross Championships, CH Promotions, Storm Lake, Truesdale. Info: 712/262-8910.

* KENTUCKY MOTOCROSS - Victory Sports Racing, Serious Racewear Mega Series, London. Info: 423/323-5497.

NEW JERSEY MOTOCROSS - Old Bridge Township Raceway Park, 6th annual Vet and Vintage Reunion, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Fox Racing Day. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA, American Motorsports, Inc., Vinton MX Park, McArthur. Info: 740/756-1267.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., District 6 Championship, Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA ROAD RACE - Team Pro-Motion Riders Club, Pocono International Raceway, Long Pond. Info: 888/TEAM916 or www.teampromotion.com.

* PENNSYLVANIA SHORT TRACK - Shippensburg MC, Baer Racing, Shippensburg. Info: 717/796-0294.

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

WISCONSIN FLAT TRACK - Badger Racing Association, Wood County Fairgrounds, Marshfield. Info: 920/699-387.

Mon, Sept 7

CALIFORNIA GRAND PRIX - Los Angeles County Raceway, CRC Outlaw GP, Palmdale. Info: 805/272-8889.

IOWA HALF MILE - Unlimited Promotions, Davis County Fair, Bloomfield. Info: 515/265-8388.

MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, Cycle World, Hawk Point. Info: 417/887-524.

OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

OHIO MOTOCROSS - AMA, American Motorsports Inc., Vinton MX Park, McArthur. Info: 740/756-1267.

PENNSLYVANIA MOTOCROSS - Sleepy Hollow Motocross Park. Info: 717/273-1180, 717/865-5530.

Fri, Sept 11

CALIFORNIA MOTOCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 6, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

Sept 12-13

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, USA Dual Sport Club, Troy Meadows, Sequoia National Forest, Kennedy Meadows. Info: 818/348-7237.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Bay Area National, Rnd 4, Hollister Hills MX Park, Hollister. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

PENNSYLVANIA ROAD RACE - YSR Road Racing, Eastern American Road Racing Association, New Bloomfield Kart Track, New Bloomfield. Info: 757/484-4688.

Sat, Sept 12

CALIFORNIA ROAD RIDE - Los Angeles Harley HOG Chapter ride. Info: 562/408-6088.

CALIFORNIA SPEEDWAY - International Speedway, Inflight Speedway and Extreme Freestyle Motorcycle Jumping, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Starwest, Moreno Valley. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

NEW YORK SUPERCROSS - NYS Supercross, Night Thunder Series, Hamburg. Info: 716/825-8720.

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross. Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Nighttime Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Blendzall Night. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO SUPERCROSS - Action Sports, AMA, Nelsonville. Info: 740/594-6686.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Tracker Inc., Rnd 2, 8th annual Tennessee State Arenacross Championship, Dyer County Fairgrounds, Dyersburg. Info: 901/642-3078 or 642-0511.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Sun, Sept 13

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal Motocross Nationals, Rnd 4 North, Club Moto, Livermore. Info: 510/443-6686.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 1 South, Glen Helen Raceway, Devore. Info: 909/880-3090.

* CALIFORNIA MOTOCROSS - 101 Bowl MX Park, Salinas Valley Fairgrounds, King City. Info: 831/385-3243 or mxrott@inreach.com

CALIFORNIA MOTORCYCLE SWAP MEET - The Shop, Ventura County Fairgrounds. Info: 805/650-6777.

CALIFORNIA MOTOCROSS - CMMC, Rnd 14, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA ARENACROSS - Ukiah Speedway, Summer Series, Redwood Empire Fairgrounds, Ukiah. Info: 707/462-9495 ext. 13.

CALIFORNIA HARE SCRAMBLES - AMA, District 37, Lost Coyotes MC, El Mirage OHV Area, Adelanto. Info: 805/951-7078.

CANADA MOTOCROSS - Erie Ramblers MC, day race, Wheatley, Ontario. Info: 734/241-1600 or www.racemra.com.

* COLORADO MOTOCROSS - Semi-Pro with Youth, Rocky Mountain Motocross Association, Two Rivers Racing, Milliken. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

* COLORADO MOTOCROSS - SRAC, 20th round of the MX Series, M&M Connections, Aztec Family Raceway, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

IOWA HILLCLIMB - J&P Promotions Hillclimb, Swap Meet and Show, Anamosa. Info: 319/462-6011.

* KENTUCKY MOTOCROSS - Apex Valley Raceway, White Plains. Info: 502/886-8564.

MICHIGAN HILLCLIMB - State Championship Hillclimb, District 14, Muskegon Motorcycle Club, Newaygo County. Info: 616/728-4153.

* MICHIGAN MOTOCROSS - AMA, District 14, Portland Trail Riders, Portland. Info: 734/663-6262.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Scooters, Willseyville. Info: 607/659-4178.

* NEW YORK MOTOCROSS - Hunt Moto Park, 9th annual Scott USA Day, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

NEW YORK MOTOCROSS - Claverack Motocross Track, Kawasaki Contingency race, District 34, Claverack. Info: 518/828-6149.

NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City MX, Fall Series, Districts 13 & 29, Elizabeth City. Info: 757/549-7012.

OHIO HARE SCRAMBLES - Racer Productions Inc., Burr Oaks, Millfield. Info: 304/284-0084.

PENNSYLVANIA HILL CLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, 16th annual Tony D MX Schools/Pennsylvania State Championships, Clifford. Info: 717/222-9290.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Peery's Outdoor MX, Rnd 6, Hohenwald. Info: 931/796-2298.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Yamaha and Kawasaki contingency race, Jimmy Moss/Rocky Ridge.

TEXAS MOTOCROSS - Texas State Championship MX Series, Rnd 2, Swan Cycle Park, Tyler. Info: 903/882-4215.

* WASHINGTON MOTOCROSS - CMC, Sunstar Trans-Cal Motocross Nationals, Rnd 2 Pacific Northwest, Yakima Meadows Motoplex, Yakima. Info: 253/395-8738.

* WASHINGTON MOTOCROSS - AMA, Washougal Motocross Park, Washougal. Info: 541/673-1671.

WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

Sept 18-20

NEVADA DUAL SPORT - Hidden Canyon, 2nd annual Dual Sport Tour, Ely. Info: 435/652-4572 or 673-2444.

OREON ROAD RACE - OMRRA, Vintage Day and Sprints, Portland. Info: 503/221-1487.

Fri, Sept 18

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 7, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

Sept 19-20

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 9, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* IDAHO MOTOCROSS - Idaho State Championship Series and SIRA, Rupert. Info: 208/436-7071.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., Vet National and District 5 State C'ship, High Point Raceway, Mount Morris. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - AMA, Fall Classic and Four-Stroke Eastern National, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

WEST VIRGINIA DUAL SPORT - Racer Productions Inc., Starvation Point, Elizibeth. Info: 304/284-0084.

Sat, Sept 19

* ARIZONA MOTOCROSS - AMX Grand Canyon State Championship, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* CALIFORNIA SPEEDWAY - International Speedway, Legends of Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA SPEEDWAY - San Diego Flat Track Association, Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Saturday Night Special, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

Las Vegas Motor Speedway & SGS Promotions presents
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Vintage Dirt Track Racers Association National Championship Event
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More Info 719-541-2741
VDTRA Hotline

GFI RACING
GFI at Night
GT Mountain Bike Giveaway
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Hole Shot Awards - Product Giveaways!!!
Aug 22 Round 9 "IMS Night" LACR
Aug 29 Round 10 "Race Tech Night" Perris*
GFI GT Mt. Bikes Awards Saturday September 6th. 2pm at Glen Helen
* Yamaha Contingency
Call GFI (909) 653-4042

If you have a computer, for a good time call http://www.cyclenews.com

CMC Racing - 714/367-1141
CMC Sunstar Trans-Cal Motocross Nationals
1 PN Aug. 29 th Albany SX Track, Albany, OR
2 PN Aug. 30 th Albany SX Track, Albany, OR
2 No Aug. 30 th Silverstate Racwy, Carson City, NV
3 No Sept. 6 th Hollister Hills SVRA, Hollister, CA
1 So Sept. 13 th Glen Helen Raceway, Devore, CA
Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
"Race with the Best"

REM Saturday MX
at Glen Helen Raceway
No Race - August 29
Saturday MX - September 5
Saturday MX - September 12
No Membership Required!-New Motocross Racetrack.
For Info (619) 484-1441

OVER the HILL GANG
September 1, Club Meeting - Larry's Pizza 926 W. Orangethorpe, Fullerton. 8PM
September 12-13 Bay Area National, round #4 HOLLISTER HILLS MX PARK
September 20 Hungry Valley MX., HUNGRY VALLEY, CA
The Ultimate 30+ Vet MX Club
Info: (562) 864-6875 (714) 680-8643

cma (209) 673-8080
Bounty Hunter Series
Sat., Aug. 29 Los Banos, CA
Sun., Aug. 30 Banquet
Wed. Night Practice 5-9 pm, Madera

GFI RACING (909) 653-4042
A Rider for the Riders
Southern Region
Wed., Aug. 26 Wednesday Practice (3PM - DUSK) Perris
Fri., Aug. 28 Friday Night Practice(5PM - 10PM) Perris
Sat., Aug. 29 GFI at Night MX Series Round 10 Perris
*Yamaha Contingency

GFI RACING (209) 656-9682
A Rider for the Riders
Northern Region
Sun., Aug.30 Hollister Hills GP Track, Hollister, CA
Sun., Sept. 6 Oatfield Race Way, Turlock, CA
Sept 12 & 13 Hollister Hills GP Track, Hollister, CA
Sun. Sept.20 Hollister Hills GP Track, Hollister, CA
Saturday Practice 8am - 2pm prior to race events

Racing on the Tube

August Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Date	Time	Event	Network
8/5/98	3:00 PM	New Berlin, NY Motocross (R)	ESPN2
8/6/98	5:30 AM	MW2 Rev It Up (R)	ESPN2
8/6/98	6:30 PM	MotoWorld	ESPN2
8/8/98	1:00 PM	Troy, OH Motocross	ESPN2
8/8/98	6:00 PM	AMA Superbike - Brainerd	Fox
8/8/98	10:00 PM	AMA 750cc Supersport - Brainerd	Speed
8/9/98	8:30 AM	MotoWorld (R)	ESPN2
8/9/98	3:00 PM	AMA 600 Supersport - Route 66 Raceway (Same Day Delay)	Fox
8/9/98	3:00 PM	AMA Superbike - Joliet (Live)	Speed
8/9/98	5:00 PM	Canadian Motocross - Antler Lake	Speed
8/9/98	6:00 PM	Canadian Biker TV	Speed
8/9/98	8:00 PM	FIM World GP 125 - Germany	Speed
8/10/98	4:00 AM	MotoWorld (R)	ESPN2
8/11/98	7:00 PM	Bike Week	Speed
8/11/98	8:00 PM	AMA Formula Extreme - Joliet	Speed
8/13/98	6:30 PM	MotoWorld	ESPN2
8/14/98	9:00 PM	AMA 750cc Supersport - Joliet	Speed
8/15/98	1:00 PM	24 Hours of LeMans	Speed
8/15/98	2:30 PM	Washougal, WA Motocross	ESPN2
8/15/98	4:30 PM	MotoWorld (R)	ESPN2
8/16/98	3:00 AM	Troy, OH Motocross (R)	ESPN2
8/16/98	5:00 PM	AMA Superbike - Route 66 Raceway	Fox
8/16/98	6:00 PM	Canadian Biker TV	Speed
8/16/98	8:00 PM	FIM World Supersport - England	Speed
8/17/98	3:00 AM	MotoWorld (R)	ESPN2
8/18/98	6:30 PM	MW2 Rev It Up	ESPN2
8/18/98	7:00 PM	Bike Week	Speed
8/19/98	5:00 AM	MW2 Rev It Up (R)	ESPN2
8/20/98	6:30 PM	MotoWorld	ESPN2
8/21/98	4:00 PM	Washougal, WA Motocross (R)	ESPN2
8/21/98	10:00 PM	Formula USA MCTV - Portland	Speed
8/21/98	10:30 PM	Formula USA MCTV - Portland	Speed
8/22/98	2:00 PM	MotoWorld (R)	ESPN2
8/23/98	4:00 PM	FIM World GP 500 - Czech (Live)	Speed
8/23/98	5:00 PM	Canadian Motocross - Ulvereton	Speed
8/23/98	6:00 PM	Canadian Biker TV	Speed
8/25/98	6:30 PM	American Thunder - Daytona Bike Week	Speed
8/25/98	7:00 PM	Bike Week	Speed
8/26/98	3:30 AM	MotoWorld (R)	ESPN2
8/27/98	7:00 PM	MotoWorld	ESPN2
8/30/98	11:30 AM	MotoWorld (R)	ESPN2
8/30/98	5:00 PM	World Superbike - A-1 Ring, Austria (Same Day Delay)	Fox
8/30/98	5:00 PM	Canadian Motocross - Welton	Speed
8/30/98	6:00 PM	Millville, MN Motocross	ESPN2
8/30/98	6:00 PM	Canadian Biker TV	Speed
8/30/98	10:00 PM	FIM World Superbike - Austria (Same Day Delay)	Speed
8/31/98	3:30 AM	Millville, MN Motocross (R)	ESPN2

AT= American Thunder *If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company .*

GLEN HELEN RACEWAY PARK SAN BERNARDINO, CA
www.GlenHelen.com
CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Thur.,	Aug. 27	MX Practice 8:00am till DUSK
Fri.,	Aug. 28	IMS Stadiumcross practice 6:00pm - race 7:00pm
Sat.,	Aug. 29	MX Practice 8:00am till 2:00pm
Sun.,	Aug. 30	SRA Grand Prix (info 714-957-2985)

IMS FRIDAY NIGHT SX AUG 28th - SEPT 11th & 25th
LAST CHANCE AMA CALIF STATE CHAMP QUALIFIER SEPT 20th

WEEKLY.
Not Monthly.
CYCLE NEWS

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National Motosport Association

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

INDIANA HARDWARE RUN - Abate of Clinton County, Grab Yer Nutz & Bolt, Poker Run with a twist, Frankfort Oasis, Frankfort. Info: 765/659-1456.

INDIANA DIRT TRACK - AMA, Semi-Pro, Amateur, Youth, Noble County Fairgrounds, Kendallville. Info: 219/244-4234.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380 or jghix@bloomnet.com.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Tracker Inc., Rnd 3, 8th annual Tennessee State Arenacross Championship, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Birch Creek Motocross Park, Danville. Info: 804/724-4392.

WASHINGTON DIRT TRACK - AMA, District 27, Dirt Track Series, Seattle Mile. Info: 425/745-4010.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Hannegan. Info: 425/745-4010.

Sun, Sept 20

ALABAMA ENDURO - AMA, Rockford Men's Club, Rockford. Info: 334/567-3352.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 2 South, Badlands Raceway, Victorville. Info: 949/367-1141.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, So. Cal. Raceplex, Victorville. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Hungry Valley MX, Hungry Valley. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Round 2, Los Angeles County Raceway, Palmdale. Info: 909/653-4042.

CALIFORNIA ENDURO - AMA, District 37, Checkpoint Enduro MC, Pinnacles Staging Area, Lake Arrowhead. Info: 626/287-4269.

* COLORADO MOTOCROSS - SRAC, 21st round of the MX Series, Pueblo Motorsports Inc., Pueblo. Info: 303/988-7722 or 303/989-7436.

* IOWA FLAT TRACK - Badger Racing Association, Van Buren County Fair, Keosauqua. Info: 920/699-3387.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY MOTOCROSS - AMA, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, AMA, District 7, Semi-Pro, Amateur, Youth classes, Hagerstown. Info: 301/797-8686.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, Possum Hollow Park, Springfield. Info: 417/851-1977.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

NEW MEXICO MOTOCROSS - NMCC & AMA, Motocross at Moriarty. Info: 505/888-7312.

* NEW YORK MOTOCROSS - Frozen Ocean MX Park Inc., AMA, CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Winters Marketing Ultra Series, Columbus. Info: 423/323-5497.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Fall Series, FMF Day. Info: 330/262-4945.

OHIO MOTOCROSS - Ironman Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO HARE SCRAMBLES - CRA, Competition Riders of America, Western Reserve MC, Salem. Info: 330/337-8005.

OHIO POKER RUN - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321.

PENNSYLVANIA DUAL SPORT - Western New York Off-Road Association, McKean County MC, Rew. Info: 814/368-2538.

PENNSYLVANIA ENDURO - Western New York Off-Road Association, Moonshine, c/o Valley Forge Trail Riders, Brandonville. Info: 610/285-6310.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., District 5 State Championship, High Point Raceway, Mount Morris. Info: 304/284-0084.

PENNSYLVANIA TT SCRAMBLES - Semi-Pro, Youth TT Scrambles, AMA, East Pennslyvania Piston Poppers MC Inc., Parkesburg. Info: 610/269-3661.

VIRGINIA MOTOCROSS - AMA, Fall Classic and Four-Stroke Eastern National, Pro Event, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MX - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

Fri, Sept 25

CALIFORNIA SPEEDWAY - AMA National Speedway Championship, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 8, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

Sept 26-27

ARIZONA DUAL SPORT - AMA, Desert Motorcycle Promotions, Prescott N.F., Prescott Valley. Info: 602/465-0759 or DESERTMC1@aol.com.

MICHIGAN TRAIL TOUR - Cycle Conservation and Bent Wheels Club, Rose City. Info: 810/786-1211 or dr_dirt@sprynet.com.

* TENNESSEE MOTOCROSS - Victory Sports Racing, AMA, Serious Racewear Mega Series, Dollywood Express MX, Sevierville. Info: 423/323-5497 or www.victory-sports.com.

Sat, Sept 26

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, AMA, Barona Speedway, San Diego. Info: 619/427-0979 or vikoutlaw@aol.com.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #4, Four-Stroke Day. Info: 1-888/550-MOTO.

CALIFORNIA SPEEDWAY - International Speedway, Season Finale, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMMC, Rnd 15, Barona Oaks. Info: 760/752-8252.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Glen Helen, REM Track, San Bernardino. Info: 714/680-8643.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

ILLINOIS DIRT TRACK - Half Mile Dirt Track, Prarie Thunder MC, AMA & District 37, Menard County Fairgrounds. Info: 217/632-3857.

INDIANA MOTOCROSS - Dash For Cash, Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850.

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

NEW YORK SUPERCROSS - NYS Supercross, Night Thunder Series, Hamburg. Info: 716/825-8720.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., AHRMA Vintage Motocross & Vet Championships, Binghamton. Info: 607/849-4438.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO SHORT TRACK - Honda Hills, Thornville, OH. Info: 740/323-3766.

* OKLAHOMA MOTOCROSS - Golde Cup Challenge MX, Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

* TENNESEE ARENACROSS - KTMXA, Paris Dirt Tracker Inc., Rnd 4, 8th annual Tennessee State Arenacross Championship, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

TEXAS MOTOCROSS - Texas State Championship MX Series, Rnd 3, Swan Cycle Park, Tyler. Info: 903/882-4215.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

Sun, Sept 27

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMMC, Rnd 16, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

* CALIFORNIA MOTOCROSS - 101 Bowl MX Park, Salinas Valley Fairgrounds, King City. Info: 831/385-3243 or mxrott@inreach.com

CALIFORNIA RIDE FOR KIDS - Pediatric Brain Tumor Foundation, Cal-Expo, Sacramento. Info: 510/724-8586 or chucklin@ix.netcom.com.

CALIFORNIA HARE & HOUND - AMA, District 37, Sunland Shamrocks MC, Teagle Wash, Red Mountain. Info: 805/497-9928.

CALIFORNIA MOTOCROSS - AHRMA Southwest Regional MX Series, Vintage MX, Hungry Valley SVRA, Gorman. Info: 909/929-6772 or velmore@lasercom.net.

CANADA MOTOCROSS - Erie Ramblers MC, Wheatley, Ontario. Info: 734/241-1600 or www.racemra.com.

* COLORADO MOTOCROSS - SRAC, 22nd round of the MX Series, Wild Rat Raceway, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

ILLINOIS BIKE SHOW - J&P Promotions, Bell-Claire County Fairgrounds, Belleville. Info: 319/462-6011.

* IOWA MOTOCROSS - Motocross Kingdom Inc., District 22, Des Moines. Info: 515/285-6910.

MICHIGAN OBSERVED TRIALS - Bent Benders, AMA, District 14, Flushing. Info: 810/238-9100.

MISSISSIPPI MOTOCROSS - MX 886, Fall Championships, Pontotoc. Info: 601/489-8316.

NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, Las Vegas. Info: 702/565-8876 or www.vegasmotocross.com.

NEW MEXICO MOTOCROSS - AMA, High Desert Racing Club, Aztec. Info: 970/533-9747 or 505/325-4195.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, South Tier MC, Webb Mills. Info: 607/962-2961.

NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., 16th Annual Kawasaki Team Green/Pirelli Tires, New York State Motocross Championships, Binghamton. Info: 607/849-4438.

NORTH CAROLINA MOTOCROSS - AMA, Devil's Ridge, Dist. 29, U.S. Eastern Fall Series. Info: 919/776-1767

OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/369-5993.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA CROSS COUNTRY - Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Jerry Boren/Gholson.

TEXAS MOTOCROSS - 4th annual Texas Pro Challenge, Swan Cycle Park, Tyler. Info: 903/882-4215.

WASHINGTON MOTOCROSS - AMA, Washougal Motocross Park, Washougal. Info: 541/673-1671.

WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Oct 2-3

CALIFORNIA INDOOR MOTOCROSS - On Trac Events, CMC, Selland Arena, Fresno. Info: 702/267-4392.

ENGLAND SUPERCROSS - FIM, ACU/Future West Promotions, Salop Club, Sheffield Arena, Sheffield, Yorkshire. Info: 604/794-3824.

Fri, Oct 2

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls. Info: 770/358-6111.

Oct 3-4

KENTUCKY MOTOCROSS - Serious Racewear Mega Series, AMA, Kentucky State Championship, Victory Sports Racing, London. Info: 423/323-5497 or www.victory-sports.com.

MARYLAND HARE SCRAMBLES - AMA, Western Maryland Off-Road Riders, Ironman Hare Scrambles Series, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

NEW JERSEY MOTOCROSS - 22nd annual Kawasaki Motocross Race of Champions, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800 or Etownrcwy@aol.com.

OHIO DIRT TRACK - AMA, Semi-Pro, Amateur, Youth, Vanwert County Fairgrounds, Vanwert. Info: 219/244-4234.

TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Rnds 7 & 8, Rotary Park Fairgrounds, Lawrenceburg. Info: 931/796-2298.

Sat, Oct 3

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light U.S. National Championship, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Motocross and Club Picnic, Glen Helen, San Bernardino. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Sunrise Park, OTHG race only, Adelanto. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #5, Women's Day. Info: 1-888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, Night Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

Sun, Oct 4

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Combo Series, Super MX, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 3, South, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Round 3, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - 101 Bowl MX Park, Salinas Valley Fairgrounds, King City. Info: 831/385-3243 or mxrott@inreach.com

* COLORADO MOTOCROSS - Semi-Pro with Youth, Rocky Mountain Motocross Association, Watkins Sports Riders Association, Watkins. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

* COLORADO MOTOCROSS - SRAC, 23rd round of the MX Series, Rocky Mountain Promotions GP, Berthoud. Info: 303/988-7722 or 303/989-7436.

* MEXICO MOTOCROSS - LaPlaya Motocross Grand Prix, Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach. Info: 011/52-661-22525.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park Inc., AMA, CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, U.S. Eastern Pro-Am, Districts 29 & 13, East Bend. Info: 336/699-3629.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club, Lisbon. Info: 330/482-2971.

OHIO MOTOCROSS - MRA, Stars of Tomorrow Youth Championship, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO SWAP MEET & BIKE SHOW - Abate of Ohio, Region Zero 6th annual Party and Roast. Info: 330/654-2761 or 330/872-1050.

OREGON ROAD RACE - Oregon Motorcycle Road Racing Association, Portland. Info: 503/221-1487.

* OREGON MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 3, Pacific Northwest, Albany SX Track, Albany. Info: 541/928-4474.

PENNSYLVANIA HILL CLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

* WASHINGTON MOTOCROSS - AMA, Washougal MX Park, Washougal. Info: 541/673-1671.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle Motorcycle Club, Jolly Rogers Motorway, Kent. Info: 253/756-2187 or http://www.geocities.com/motorcity.

Tues, Oct 6

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

Oct 9-11

CALIFORNIA JAMBOREE - CORVA Jamboree, Quail Canyon, Hungry Valley SVRA, Gorman. Info: 800/42-CORVA ext. 509.

Fri, Oct 9

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Oct 10-11

CALIFORNIA ROAD RIDE - Los Angeles Harley-Davidson & Buell, overnight ride to Borrego Springs Resort. Info: 562/408-6088.

MARYLAND ROAD RACING - Eastern American Road Racing Association, Monrovia Raceway, Frederick. Info: 757/484-4688.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

Sat, Oct 10

CALIFORNIA SPEEDWAY - San Diego Flat Track Association, Del Mar. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NORTH CAROLINA SUPERCROSS - NAME, Night time Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - Malvern Motocross Park, Harding's Park Cycle Night. Info: 330/262-4945.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, AHRMA Vintage Motocross and Vet C'ships, Clifford. Info: 717/222-9290.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers, Rnd 5, 8th annual Tennessee State Arenacross Championship Series, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, Oct 11

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Combo Series, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 4, South, Competition Park, San Jacinto. Info: 909/654-2126.

CALIFORNIA MOTOCROSS - CMMC, Rnd 17, Barona Oaks. Info: 760/752-8252.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Competition Park, San Jacinto. Info: 714/996-8327.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 17th annual Motorcycle Parts Extravaganza and Ride-in Bike Show, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* IOWA MOTOCROSS - MX Kingdom Inc., Des Moines. Info: 515/285-6910.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Owenton. Info: 606/472-3442.

KENTUCKY MOTOCROSS - AMA, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

MICHIGAN MOTOCROSS - MRA, The Milan Grand Prix of Motocross, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, HLR Motorsports, Moberly. Info: 660/263-4296.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW JERSEY MOTOCROSS - AMA, Normal Semi-Pro Race Day, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW MEXICO MOTOCROSS - AMA, High Desert Racing Club, Aztec. Info: 970/533-9747 or 505/325-4195.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

OHIO CROSS COUNTRY - Racer Productions Inc., Little Beaver, Lisbon. Info: 304/284-0084.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, 2nd annual Boyesten/Twin Air Youth Nationals, Clifford. Info: 717/222-9290.

* SOUTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, AMA, Victory Sports Racing, Sand Hill MX, Chesterfield. Info: 423/323-5497 or www.victory-sports.com.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Yamaha and Kawasaki Contingency race, Trail Blazers/St. Joe.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Altair. Info: 409/732-9171.

TEXAS MOTORCYCLE SHOW - The 10th annual Motorcycle Expo, Show, Swap Meet, Arlington Convention Center. Info: 972/216-5520.

TEXAS MOTOCROSS - Texas State Championship MX Series, Rnd 4, Swan Cycle Park, Tyler. Info: 903/882-4215.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Oct 16-17

* CALIFORNIA INDOOR MOTOCROSS - On Trac Events, CMC, San Diego Sports Arena, San Diego. Info: 702/267-4392.

Oct 16-18

* TENNESSEE MOTOCROSS - Serious Racewear Mega Series, Suzuki Top Gun Showdown, Victory Sports Racing, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Fri, Oct 16

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls. Info: 770/358-6111.

Oct 17-18

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 10, Rosamond. Info: 805/256-1234.

NEW MEXICO MOTOCROSS - NMCC and AMA, Motocross at Moriarty. Info: 505/888-7312.

Sat, Oct 17

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #6, Series Final. Info: 1-888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, Barona Speedway, San Diego. Info: 619/427-0979.

* CALIFORNIA SPEEDWAY - San Diego Flat Track Association, AMA, Districts 37 & 38, Temecula Speedway. Info: 619/277-1591.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - Malvern Motocross Park, Rider Appreciation Night. Info: 330/262-4945.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Rnd 6, 8th annual Tennessee State Arenacross Championship Series, Jackson/Madison County Fairgrounds, Jackson. Info: 901/642-3078 or 642-0511.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Elma. Info: 425/745-4010.

Sun, Oct 18

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA GRAND PRIX - CRC, Combo Series, Gremlin GP, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association Inc., Temecula Speedway, Temecula. Info: 619/277-1591.

INDIANA MOTOCROSS - Steeltown Motocross Park, Dash For Cash, Chrisney. Info: 888/957-RACE or 812/925-8850.

MARYLAND MOTOCROSS - AMA, District 7, Antietam Motorcycle Club, Semi-Pro, Amateur, Hagerstown. Info: 301/797-8686.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Binghamton. Info: 607/849-4438.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park, WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - MRA, Final Points Battle, Sandusky Valley Riders MC, Tiffin. Info: 419/927-MOTO or www.racemra.com.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., District 5 State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., District 5, State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA ROAD RACE - Team Pro-Motion Riders Club, Pocono International Raceway, Long Pond. Info: 888/TEAM.916 or www.teampromotion.com.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle Motorcycle Club, Jolly Rogers Motorway, Kent. Info: 253/756-2187 or http://www.geocities.com/motorcity.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

Oct 23-25

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

Fri, Oct 23

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Oct 24-25

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Awards Day, Peery's Outdoor MX, Hohenwald. Info: 931/796-2298.

CALIFORNIA POKER RUN - High Desert Charities, Bureau of Land Management, Barstow. Info: 760/252-3093.

Sat, Oct 24

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

WANT ADS

HELP WANTED

Technician Wanted

Busy Southern California Honda dealership needs experienced technician to join our team. Gold Wing experience a plus! Excellent pay plus benefits. Call Rick or Roger at Huntington Beach Honda (714)842-5531. CA

Parts Help Needed

Busy Southern California Kawasaki dealer looking for a knowledgeable parts person to fill a position in our parts department. Seeking a person with good customer communication and computer skills. We offer a health plan, dental plan and vacation benefits. Wages based on experience. Call Dennis at (909)781-5967 or fax resume to (909)781-8047. Kawasaki of Riverside, 1575 University Avenue, Riverside, CA 92507.

Accessory/Parts Manager

Come join our team! Bert's Motorcycle Mall, in Azusa, CA, is looking for a highly motivated person with O.E.M. parts and accessories experience, and a full range of after market accessory knowledge. Must be able to direct and manage a team of 10-15 people. We are a full line dealer of Hon, Suz, Yam, Kaw, Duc and Sea-Doo. You must have retail in your blood. We offer good salary, commission, medical insurance, 401K plan, and paid vacation. If you feel that you are the person, and you are interested in working for the best in California, call Ron Seidner at (626) 334-1288. You can also reach Ron by fax at (626)334-9586 or by e-mail at turbobert@aol.com. CA

Sales/Technical

Come join the high performance leaders. Yoshimura R&D currently has full time positions available in the sales and technical departments. The ideal candidates must have extensive motorcycle knowledge, prior phone sales and customer service experience. Yoshimura offers competitive pay, medical insurance, paid vacation and more. Qualified applicants should submit a resume by mail to: Yoshimura R&D, 4555 Carter Court, Chino, CA, 91710 or fax to (909)591-2198, Attn: Walter Wells.

Administrative Assistant

Entry level administrative assistant needed for full time position in warranty/customer service department, 20 year old company in Orange county, California based apparel manufacturing business. Must be organized, able to communicate with vendors, track projects to completion. Full benefit package. Please fax resumes to Tammy O'Connor at Intersport Fashions West, Inc. (714)258-8004. CA

Service Manager/Mechanic

Established multi line dealer is seeking experienced Service Manager/Mechanic, Yamaha preferred. We offer paid vacation, medical and retirement plan. Please fax resume to (314)849-2462 or mail to: Doneison Cycle, 11334 Concord Village Avenue, St. Louis, MO, 63123. Attention Larry. (314)849-1830. MO

Service Manager/Mechanics

Established Southern California multi line dealership servicing Honda, Kawasaki and Polaris, is currently seeking an experienced Service Manager and Mechanics. Contact Jon Z. at Temple City PowerSports (626)287-6167 or fax resume to (626)287-5449. CA

BMW Service Technician

Excellent opportunity for BMW Certified, top quality team player. Join our expanding and enthusiastic shop with an all European feel. Long term employment in wonderful upstate NY.....Please contact Ron Usenza in strict confidence @518-377-8600 or fax resume and salary requirements to (518)377-9040. NY

Parts/Service Tech and Sales People Needed

Expanding motorcycle and watercraft dealership looking for an experienced parts and sales person.Looking for entry level service technicians capable of working on motorcycles and pwc. Great pay and great area to live in. Contact Ali at (805)254-2929 or fax (805)254-5926. CA

Parts Department Manager

Expanding multi line motorcycle and watercraft dealership seeking qualified individual for position of parts manager. Looking for energetic and hard working person with at least 5 years experience, preferably at management level, in a motorcycle dealership parts department. Knowledge of Honda parts policies and Lightspeed computer system is required. Individual must be self motivated and possess ability to supervise parts staff. Dealership is located in beautiful So. Oregon. We offer a competitive compensation package and full benefits. Fax resume to (541)772-3401. ORe

Harley Service Tech

Experienced and certified H-D tech needed. Machine shop and race experience preferred. Located in Wisconsin between Milwaukee and Green Bay. Willing to help in relocation. Contact Hansen Motorcycles (920)684-0237. WI

Service Technician

Experienced mechanic needed for busy shops. Year round work and excellent pay available in both Salem and Eugene. Clean, new facilities. Fax Dave at (503)390-8327 or call (503)390-9000. OR

Parts Manager & Parts Counter

Experienced only for parts counter. Hourly wage plus commission. PARTS MANAGER. Will consider experienced counterperson. Salary plus bonus package, health, vacation. Call Mountain Motorsports, Shawn or Colin (909)988-8988. CA

Sales Manager

Fast growing, Costa Mesa based motocross apparel manufacturer seeks experienced individual to manage and expand sales force. Must be motivated and have leadership and organizational skills. Motocross experience preferred. Fax resume to (949)650-2142. CA

Watercraft Technician

Fully qualified technician for a multi line dealer. Career position for right person. Relocation assistance, demo plan, profit sharing, excellent pay & benefits. Send inquiries to: Division J, P. O. Box 5084, Costa Mesa, CA 92628-5084.

Parts Manager/Parts Counter

H-D, Buell, Ducati, Triumph, Bimota, Suzuki dealership looking for someone who knows the industry. Will train the right person for counter sales. Located in Wisconsin between Milwaukee and Green Bay. Willing to help in relocation. Contact Hansen Motorcycles (920)684-0237. WI

2 Technician Positions

Hiring 2 experienced full time Kawasaki / Suzuki / Yamaha and P.W.C. Techs. Highest hourly rate paid in Atlanta. Hospitalization and vacation. Plenty of work. Call Bob or Steve (770)941-9050. GA.

Business Is Great!

Honda of Houston Service Department now has openings for service writer, technician and setup person. Top pay, good benefits and year round work. Call Mark Maness at (713)467-2426 or fax resume (713)467-2686. Email: hondahou@wt.net. TX

Engine Assembler, Machinist & Parts Clerk

Honda Performance Development, Inc., a high performance engine supplier for the CART series, and wholly-owned subsidiary of American Honda Motor Co., Inc., is seeking results-oriented professionals for several shop-based openings, ENGINE ASSEMBLER, responsible for performing all phases of engine rebuilding and maintaining engine performance and history logs as well as data reports. The ideal candidate will possess a high school diploma, a minimum of two years experience building high performance engines, or previous service technician experience at an automotive or motorcycle dealership, basic internal combustion engine knowledge, experience with hand measuring tools, and ability to work in a team environment. MACHINIST, responsible for all phases of close tolerance, high precision machining of race engine parts, machine set up and routine maintenance, and quality control inspection using hand measuring tools. The ideal candidate will possess a high school diploma with some automotive technical training, ability to read and work from prints and drawings, minimum three years lathe, mill and hand tool experience, and basic NC knowledge. PARTS CLERK, responsible for maintaining inventory of engine parts and material inventory, parts order processing, stocking inventory, conducting cycle counts and data entry. The ideal candidate will possess a high school diploma, minimum of 2 years automotive/motorcycle parts retail experience, comprehensive knowledge of engine parts and components, understanding of basic inventory principles and computer skills. For consideration, please send your resume and salary history to Honda Performance Development, Inc., 24900 Avenue Stanford, Santa Clarita, CA 91355. Fax (805)294-7310. E-mail: hpd_hr@hra.com EOE

Parts Counter Manager

Honda, Yamaha, 27 year old dealership, looking for someone who knows parts, computers and customer satisfaction skills. Call Rich at R & R Sportscenter, Paso Robles, CA (805)238-0442 or fax resume to (805)238-2637.

Technician Needed

HondaYamaha of Savannah seeking experienced mc/pwc technician. Excellent opportunity, minutes from the beach. Contact Chris or William. (912)927-7070. GA

#1 Tech = Big $ $

If you like what you do and making money too. We want you! Must be excellent watercraft/mc technician. Must be a team player and drug free. Attn: Jeff, Del Amo Motorsports, Phone (310)372-8891, Fax (310)379-2730. CA.

Service Manager

Leading motorcycle dealership in North Carolina is looking for an agressive take charge leader to run our Service Department. Great benefits, pay and working environment for the right go-getter. Please call Sandy Lankford (336)767-2020 or fax resume to (336)767-2021.

Sales, Parts and Service

Immediate openings in all of the above positions. Dealer expanding and looking for everything from Managers to technicians. Burbank Kawasaki, (818)848-6627. CA

Ducati North America

is interviewing for Sales and Service positions open at dealerships from Seattle to San Diego. Sell and/or service one of Europe's most exclusive brands, DUCATI, in largely european m/c environments. Live in sportbike heaven, ride 8 to 12 months a year. We are looking for motivated enthusiasts with European m/c background. Training and/or relocation allowance for the right person available. Salary and benefits commensurate with experience or attitude. Please fax resume to: D. Collin @ (510)532-9068. CA

Service Technicians

Large multiple franchise dealer in Northern Virginia needs experienced technicians. We have two locations that offer excellent opportunities for the right individual. If you are interested in relocating to our area and have experience in the Powersport Industry, call today. Excellent pay, benefits and relocation assistance. Ask about our four day work week. Coleman PowerSport (703)237-3400 or (800)888-3619. Kim Harrison. VA

Full Time Technician

Kawasaki and Suzuki motorcycle, ATV, PWC dealer in central California in a fun but busy Service Department is looking for an experienced technician. Fax your resume to (805)238-6054 or call Greg at (805)237-9277. CA

Sales**Service**Parts

LA's premiere motorcycle & watercraft dealership is searching for top performers in all departments. You'll have fun and make money too! Benefits and great pay. Contact Mike Byrne (888)262-9561 or visit us at www.hondkawofsm.com. CA

Parts Position

Largest M/C dealership in Northwest has immediate opening. Good work environment, 5 day work week, 401K, health, dental, vacation and holiday pay. Pre-employment drug screen required. Beaverton Honda-Yamaha-Seadoo, fax resume (503)684-5084 or call (800)929-1044 ask for Shari. OR

Technician Needed

Leading motorcycle dealership in North Carolina is looking for an experienced technician on all major brands. Great benefits and commission pay. Please call Sandy Lankford (336)767-2020 or fax resume to (336)767-2021.

Service Technician

Multi line dealer has an immediate opening for a year round, full time, paid benefits, experienced Honda, Yamaha, Kawasaki, Suzuki technician. Established dealer, lovely, affordable, desert location. Wage based on experience. Send resumes to Hutchins Motorsports, 55405 29 Palms Hwy., Yucca Valley, CA, 92284.

Help Wanted

Multi line motorcycle and watercraft dealer in Palm Beach, FL has openings for highly qualified technicians. Only hard working, honest and dependable need apply. Send us your resume, you could be part of our winning team. Fax (561)683-1877. FL

Service Technicians

Progressive Yamaha, Polaris, Sea-Doo dealership in the Dallas area is in need of a qualified technician. Good pay structure and benefits. Contact Jerry (972)231-4833. TX

Salesman

Proltalia, Glendale, California, needs salesman. Motorcycles and apparel sales near California's best riding. Motivated, European motorcycle background. Base pay/commission, insurance and vacation. Fax B Nation (323)464-2610. CA

Parts Manager

Snowmobile, motorcycle, marine industry. Must be neat, organized and people friendly. Send hand written resume to MVE, PO Box 458, Cody, WY, 82414.

TECHNICIANS AND PARTS PERSONS wanted. New shop opening in West Los Angeles needs experienced motivated people. We specialize in Japanese and Italian motorcycles along with watercraft and ATV's. (213)939-2370. CA

Assistant To Museum Director

The Motorcycle Heritage Museum seeks candidates for the position of assistant to museum director. This position will assist the director with registration, conservation, exhibits, special events and museum promotions. Strong interpersonal, organizational and writing skills necessary, as well as knowledge of computer and data base management. Successful candidate will also be responsible for museum gift shop operations and museum record maintenance. Minimum qualifications include a college degree in a related field or equivalent experience. Demonstrated knowledge of motorcycles or of the history of motorcycling is an asset for this position. To apply, please send cover letter and resume to: American Motorcyclist Association, Human Resources/AMD, 33 Collegeview Rd., Westerville, OH, 43081-6114, Fax: (614)891-5012.

Factory Tech/Dealer Advisor

Trained technician desired to help growing importer maintain and develop proper service support to its dealer network. Fuel injection knowledge a plus. This is an opportunity to help build and establish the presence of an exotic motorcycle brand with national exposure. Fax resume and salary requirements to: Mike Rollins @ (713)943-8894. TX

BUSINESS OPPORTUNITIES

Office Building For Sale

7,000 sq. foot office building with view of downtown Long Beach. 100% office, 3 executive offices, 28 secure parking spaces. Vacant and ready to move in. Call (714)751-7433 for more details. CA.

Indoor Sports Complex

Soccer, lacrosse, karate, could add rollerhockey or change into motorcycle dealership or warehouse. Great location next to the foothills in Colorado. $650,000. (303)972-8004

Franchised Dealership

Central Florida established Suzuki, Yamaha dealership owner wants to retire after 33 years. Turnkey operation. Serious inquiries only. Call Joe (941)682-4607 days (941)683-1154 evenings, weekends. FL

Motorcycle Dealership For Sale

Established major multi/franchise in Western Washington. Seller retiring. $MoneyMaker$. Rare opportunity in Booming Northwest! Tony (425)462-5603. WA

LET THE GOVERNMENT FINANCE Your Cycle-Related Small Business. Grants/loans to $800,000. Free recorded message: (707)448-0270. (KB7). CA.

Office Space For Lease

Beautiful 10 office suite. 2,250 sq. ft., restroom with showers, new carpet and paint, quiet location. Move in today at $1.05 gross - Costa Mesa, CA. Call John Bucher (714)833-2909 for appointment. CA.

Wasp Dealerships

Now available in protected areas. (713)472-3694. TX

Wanted

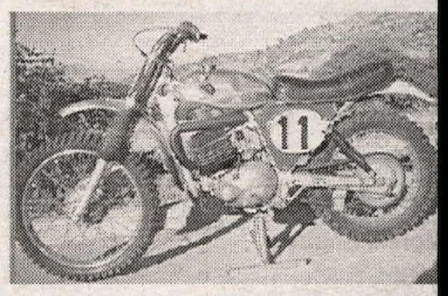
Established west coast motorcycle dealer looking to purchase additional franchised dealerships in N. California, Oregon, Nevada. Prefer Honda (with additional lines ok). Please fax contact details to (408)353-3361. CA

GMD Computrack-Boston

is seeking to expand in the Chicago area. Applicants must have an existing business in the motorcycle industry. Joint venture and rental programs are available. Call Peter Kates at (508)270-2655. 10am to 6pm. MA

COLLECTORS

1967 HONDA CB77 SUPER HAWK low miles $2,500. 1965 CL77 Scrambler $1,000. 1975 MR50 correct restoration $2,500. ZB50 $1,200. 1992 Husky 250 WXE like new $2,600. (909)678-1039. CA



69 GREEVES GRIFFON 250, runs perfect. Will sacrifice at $900. Call and leave message. (760)379-1107. CA

1972 Shell XS750 Star Racer

Dirttracker, fresh motor, new BTE clutch. $4,600. (217)835-6673. IL

70 Ducati 450 3D

Excellent unrestored condition, 7,300 miles. Strong runner. $2,750. (909)628-7277. CA

1974 Yamaha YZ125

includes 2 complete parts bikes, some new parts. $600. for all. 1980 Maico 450 race ready, aluminum swing arm, new Works shocks and Metzeler tires. $1,300 call Doug, nights (609)358-1603. NJ

ISDT Reunion

October 3-4, 1998 at Byrd's Campground near Fort Smith, AR. A two day ride in the Ozark National Forest with special tests and grass track MX. (AHRMA rules) Banquet celebrities include Malcolm Smith, Dick Mann, Preston Petty, Chris Carter and many more. Write for entry and information, Leroy Winters, 10303 Hiway 45 South, Fort Smith, AR 72916 (501)646-1168

Harley Davidson Sprint

Rigid frames, gas tanks, Fred's Speed and Sport. Hasting's, NE. (402)462-4436.

1963 Yamaha TD1 Roadracer

Stored for a long time, for details call Mike after 6PM CST. (918)455-9538. OK

1974 Yamaha RD350

Very good condition, new battery, cables, o-ring chain, tires. Classic two stroke styling and speed. The original crotch rocket. $875. (770)509-1923. GA

WANTED WANTED 1964 965 BSA C15T Trail Cat, any condition. (714)897-9684. CA

GENERAL MERCHANDISE

97 Ducati 900SP Yellow

1,600mi, 944 pistons, 43mm valves, ignition boxes, 41mm flat slides, steel lines front and rear, Staintune spaghetti exhaust, carbon fiber cams, ventulated clutch cover, absolutely flawless, built by MCC. $12,500 OBO. Please leave message (847)741-8258. IL

1990 FORD 15' RACE VAN - 460 eng., shop and living area, airconditioning, refrigerator, water tanks ready to go. $11,200 OBO (724)352-2181, PA

1990 Ducati 750 Sport

5kmiles, 100% stock, original condition, never damaged. Perfect condition, very firm at $5,100 cash. (405)942-0107. OK

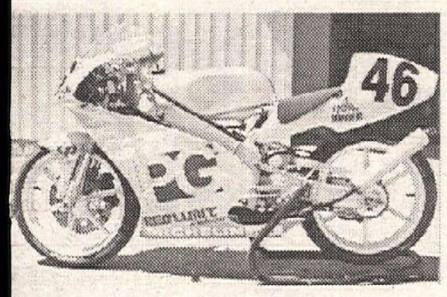
Pro Circuit Box Van For Sale
985 Ford, 460 motor, 14ft fiberglass Grumans body. $6,000. Call Jon Bland (909)738-8050. CA

977 BULTACO 250PURSANG. Spare engine and parts. Clean $1,200. OBO. (760)945-3034. CA

980 KAWASAKI Z1R, 24k miles, very excellent original, except Kerker exhaust, $2,995. (607)786-323. NY

Wanted Fontana
leading shoe front brake laced or unlaced. 440)247-6021 ph/fax. OH

Used MX Bikes
996 Honda CR250 $3,200, 1994 Honda CR250 2,850, 1993 Honda CR125 $1,700, 1990 Honda R125 $1,050, 1995 LEM 50 $1,150. All excellent ondition. Call for details. Will crate and ship anywhere. (601)365-7514 days and (601)365-8307 evenings. MS



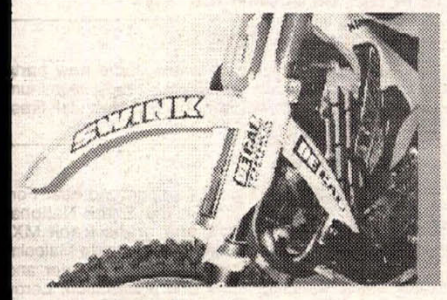
Honda RS 125's Blow Out!
997 $6,000, 1996 $5,000, 1995 $4,000, 1991 2,000, 1988 $1,000. Call PG Motorsport. (510)666-880. CA

997 CARGO EXPRESS TRAILER, 12X6, red, rakes, ramp, custom shelving, call for details. 3,600. (870)235-7256. AR

Moreni Engines
pedal Moreni cylinders for sale, call LEM R&D 713)472-3694. TX

Husaberg Sale
998 600FS electric dual sport, zero miles, $7,495. 997 600FX electric desert $5,295. 1995 501FC 3,295 Bill Saltzman MC.
usaberg@email.msn.com (626)337-6811. CA

CR80 RM125 Motors
998 motors complete with carb and electrics. 80 1,700, 125 $2,000, new. (802)878-5052. VT



Custom Made Decals
815)899-2349. IL. www.socaldecal.com

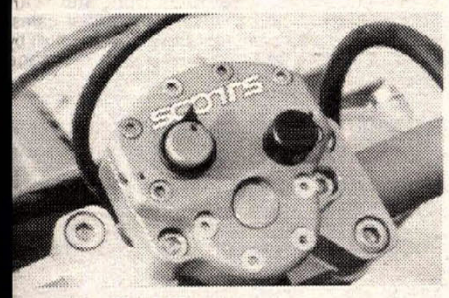
For Sale Bam Performance
998 ZX6R Kawasaki steel braided lines, inderman for kit, Bam 6061 aluminum triple lamps, Penske shocks, Muzzy titanium $6,500 BO. (408)363-2380. CA

97 YZ
50, $3,400. '94 CR144, $2,100. Both excellent ondition and many extras. '83 Suzuki SP500 dirt racker $1,200. (502)965-4054. KY

Bimota SB6 95
,700 miles. Black/Red. Jetkit installed. New tires, erfect condition bike. $13,000. (805)962-9412. CA

Wanted Flat Track Leathers
' 10", 165lbs. shrtrkr@aol.com. (215)393-5407. PA

97 Gas-Gas 300cc
speed transmission, engine balancer, street legal ual sport, excellent condition. $4,900 OBO. 714)996-3241. CA



Banshee Stabilizers
fully adjustable circuits. 10 Baja overall wins. Ty Davis / Plessinger / T. Norton / Paul Krause / Mike Lafferty / Roessler. 1998's Here Now! (818)248-6747. CA.

Wood Rotax
600 flat track motorcycle, race ready. Call for more information. Ron Wood (949)645-0393. CA

"Barnacle" Bill's Leathers
606)336-7375. KY.

Office Building For Sale
7,000 sq. foot office building with view of downtown Long Beach. 100% office, 3 executive offices, 28 secure parking spaces. Vacant and ready to move in. Call (714)751-7433 for more details. CA.

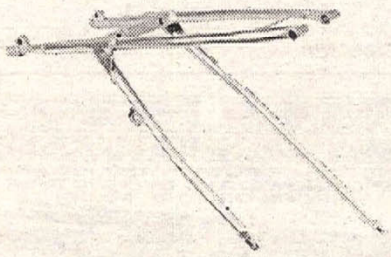
1998 Honda VTR1000 'Hawk
7k, D&D, 207's, RaceTech, factory carburetor kit, awesome extras. $7,795. (925)757-7155. CA

Prescription Goggles
(800)548-8354. MN. www.pro-vue.com

Yamaha YZF 600 Blow Out
1994 YZF 600 with clean title, 1997 YZF motor, front end, brakes, rear Fox Shox. 2 sets of wheels, rain tires, 2 sets of race bodywork, tons of spares, YZF and FZR. V&H Powerpak, Megacycle cam shafts, RES ported head, Hindle exhaust, setup for expert roadracer, 105 rear wheel hp, Falicon crankshaft and clutch basket, four Carillo rods. (508)761-9779. MA

Ducati 916
1995, new 207 Dunlops, stock except inner fender, never down, all scheduled services, senior owned, $12,500 OBO. Mark (614)488-6076. OH

1995 SUPERSTOCK HYPERCYCLE GSXR1100. Yosh carbon exhaust, steering damper, extra set of wheels, extra set of bodywork and front and rear stands. Excellent condition, $3,500 OBO. (949)888-1672. CA



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Aluminum sub-frame for most dirt bike applications. Made from 3/4" extruded 6061 aluminum tubing $164.95. Dealer inquiries welcome.
http://www.onoffroad.com (800)426-0086.CA.

Lou's Leathers
(850)626-1382. FL.

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86-98 CBR, GSXR, ZX-7, ZX-9, ZX-11, FZR, Katana, EX500, GS500, & more. Frames, motors, wheels, cosmetics, all misc., complete builders also. Reasonable. 24 Hrs. (714)557-2558 CA

95 F3 CLEAN TITLE, 2 sets bodywork tanks, Ohlins rear, L.E. front, 1mm ssmtr, Yosh Ty carbon pipe, 520 w/spare gearing, fresh head w/new valves, some spares, $5,000. (410)653-8640. MD

1997 Buell S3
White with new D207 tires, 12,000 miles, dealer serviced, KT exhaust, Mikuni carburetor, first $7.950 OBO licensed 02/99 takes it! Ask for Jay, call (714)541-9074. CA

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Tired of tearing off the tops of your Cycle News covers, trying to figure out the difference on your billing? Call (714) 751-7433 & talk to our Dealer Sales Manager to convert to "Plan B", to sell Cycle News without returns. Better dealer price, and less paperwork!

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955(984cc) Ferracci built bike, 140 RWHP. Over $40,000 invested. Also new 996 Racebike "Titled", never ridden, 748 Nieman Marcus LTD edition. 3 day airfreight in USA. Call Bauer Ducati. (405)751-5200. OK

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996 Race Ducati's Available
'96 CR's, ST2's, SP Monster at prices that will save you big $$$. 916's in stock. Free delivery. Call Jack at New York Motorcycles. (800)527-2727. NY.

CBR1100XX Wheels
97 front and rear rims, perfect condition, no rotors $600 OBO. (408)997-7626. CA

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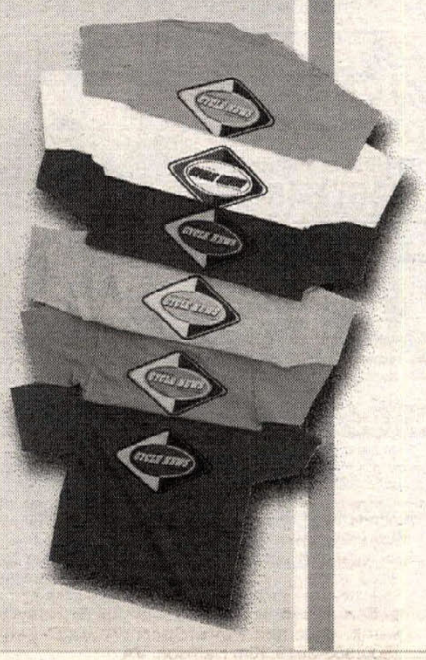

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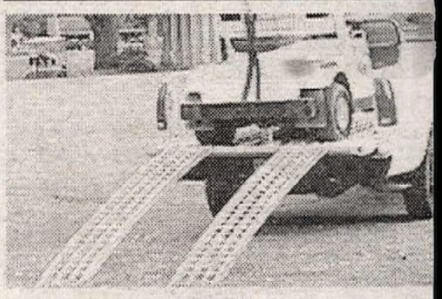

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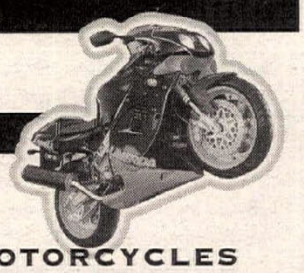

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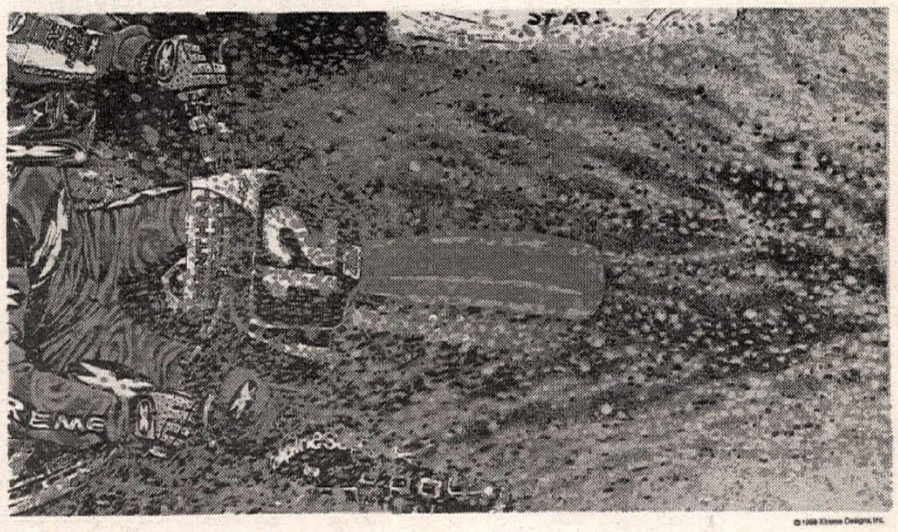

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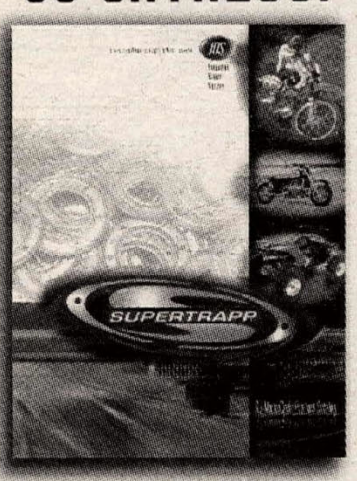

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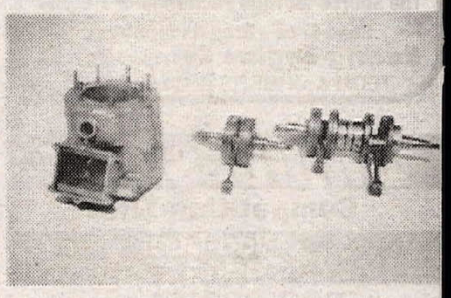

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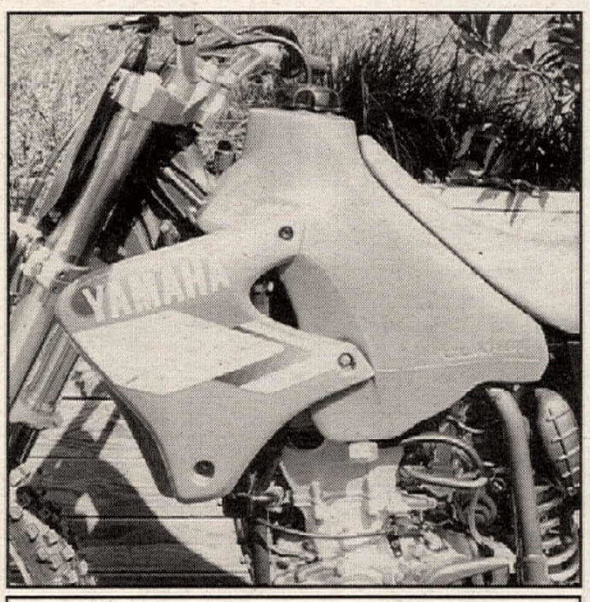

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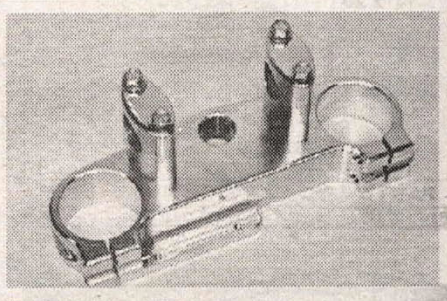

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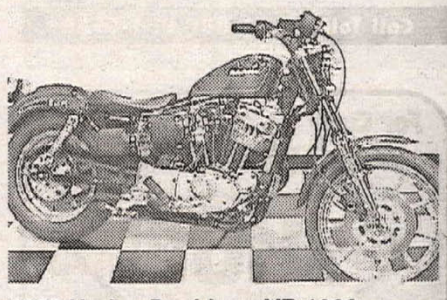

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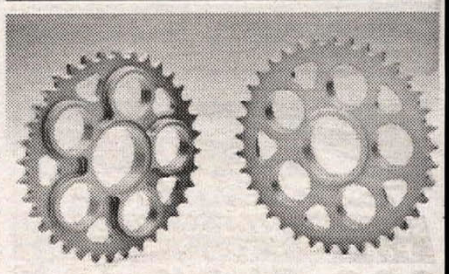

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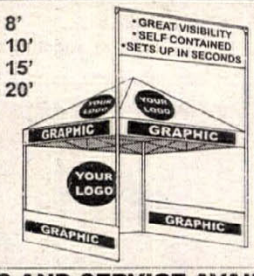

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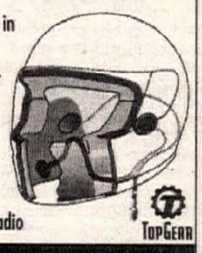

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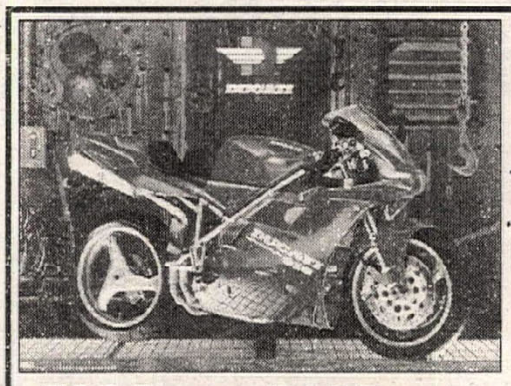

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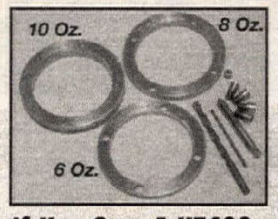

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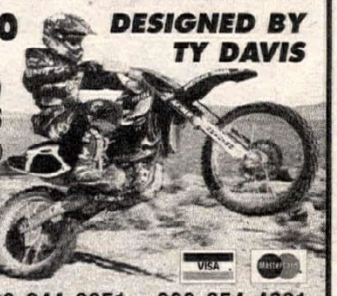

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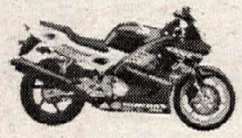

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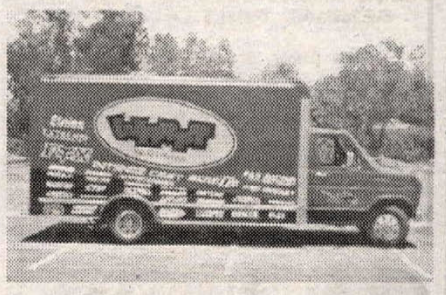

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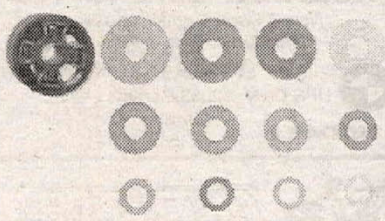

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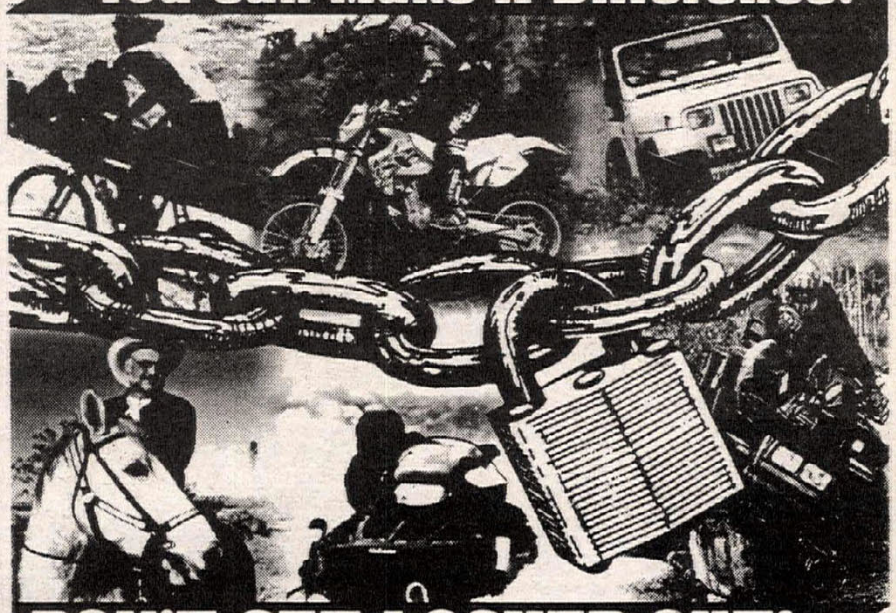

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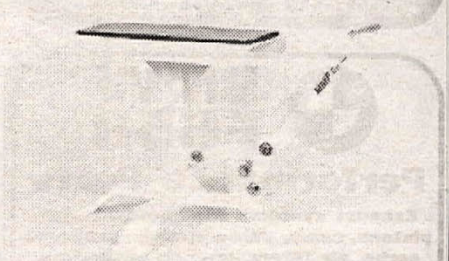

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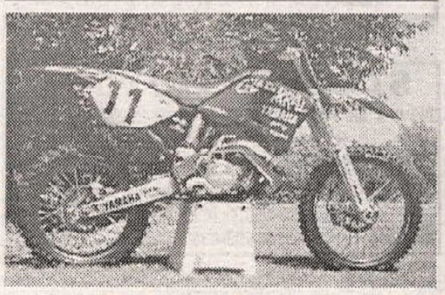

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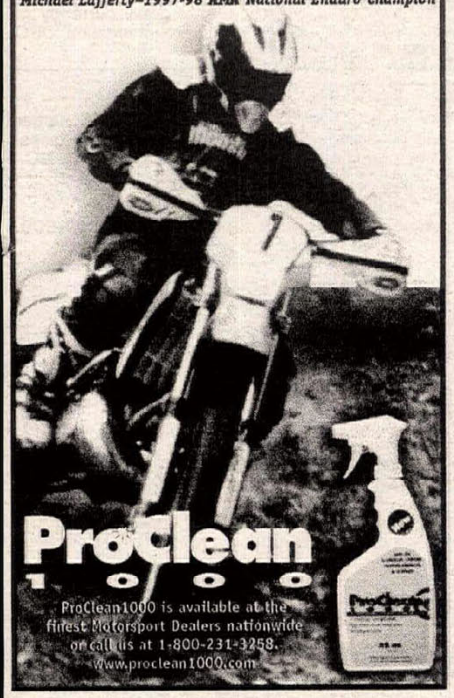

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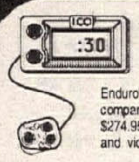

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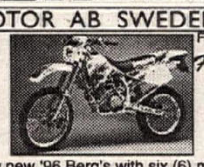

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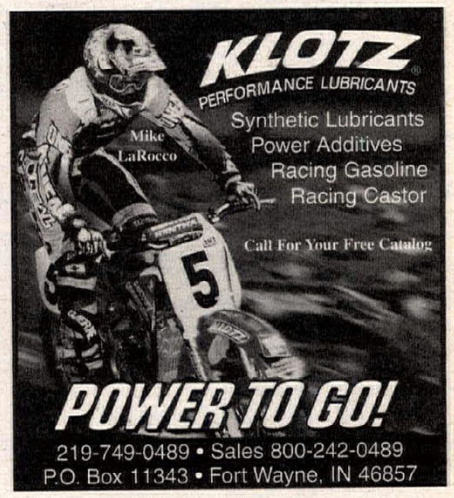

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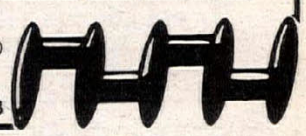

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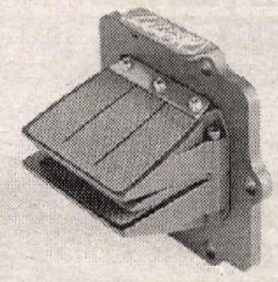

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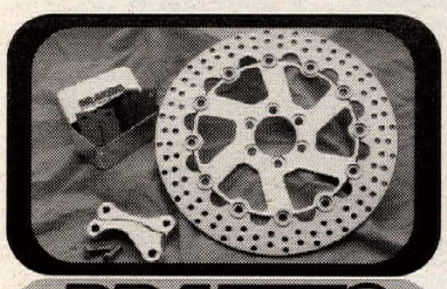

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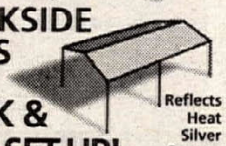

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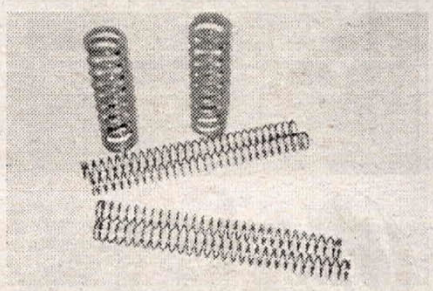

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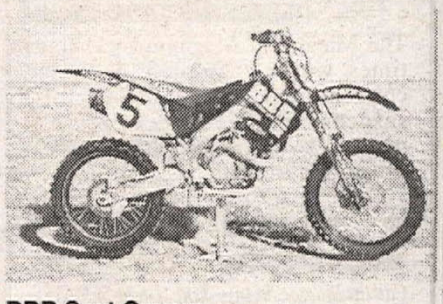

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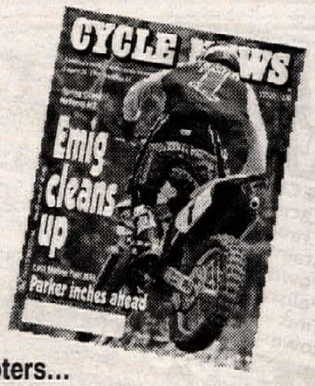

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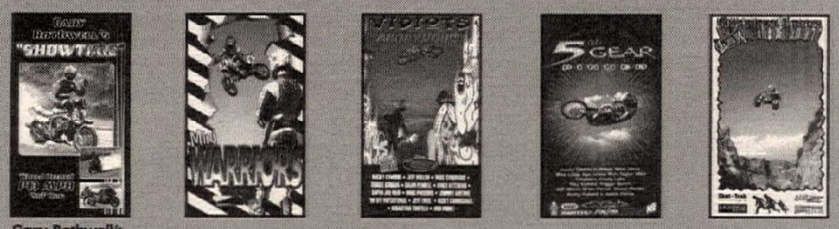

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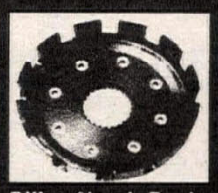

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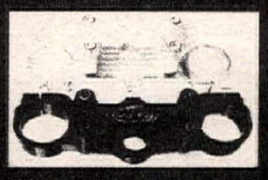

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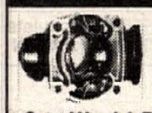

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IN THE TAPES

BY SCOTT ROUSSEAU

Here we go again.

When the AMA Grand National Championship Series rolled into Route 66 Raceway in Joliet, Illinois, riders, mechanics and team owners learned the news that Mike Hacker had won the appeal over his 883 disqualification at Parkersburg, West Virginia, where 883 competitor Scott Stump had protested Hacker's winning motorcycle for having material removed from the cam cover. Hacker was awarded his $1000 first-place money and at the same time penalized five points. So he won. But he lost. Actually, both - and neither - are true.

To any outsider, it basically looks like Mike Hacker won, and *Pat Moroney* lost. Moroney, who sponsors Hacker in both the Harley-Davidson Sportster Performance and Grand National classes, was fined $250 by the AMA. Furthermore, with Hacker losing five points, the AMA, which says that it "won" the appeal, kept the $500 that Moroney posted on Hacker's behalf for the appeal-board procedure.

"The way that I look at it, they knew that the cam cover wasn't a performance advantage, and they should never even have accepted the protest," Moroney says. "If they would have completely overturned the appeal, then they would have had to give me my $500 back, and then they would have had to pay for the appeal board - that's just my opinion."

If Moroney was guilty of anything, then it was probably a far greater crime - one that he can't be tried for. And that's the crime of being too stupid to realize that he already has two of the most talented riders in the H-D Sportster class, neither of whom need any unfair help in winning races. But that's not really the point.

The AMA found Moroney - or rather Hacker - guilty of far less, according to the sanctioning body's national technical inspector, Rob King.

"Mike Hacker got his money back from his disqualification," King says, "But he did not win his appeal. Mike Hacker's bike was illegal. Part of the exterior cases on his motorcycle had metal removed."

King cites page 57 of the AMA rule book as the basis for the disqualification. Basically, that rule is one of those "if it doesn't say that you can, then you can't" type of regulations, which requires that the exterior of the engine must basically remain stock - no metal removal is allowed, despite the fact that several internal modifications are okayed.

The problem, as Hacker puts it, is that Moroney and Hacker were told by AMA referee Bruce Bober that they *could*, in fact, modify their cam covers.

"This was the year that they were going to open up the rules a little bit, so that we didn't have to worry about being protested about stupid shit like a cut cam cover or something like that, but the problem was that the AMA didn't even have their '98 rule book out until two weeks before Daytona," Hacker said. "Pat takes his 883 program as seriously as a lot of other guys take their 750 programs, and you can't put together eight 883s in two weeks. Every time he went to make a new change to these bikes, he was on the phone to Bober, and he told him what he was going to do, and he was told whether or not it was okay. The bikes were like that at Daytona, and at Harrington, and they were legal both times then."

"All of my bikes were like that from day one," Moroney confirms. "They all went through tech like that before. Bruce (Bober) knew that my cam covers were like that."

For the record, Moroney has been disqualified for equipment infractions before; both Hacker and former Moroney's H-D teammate Jason Fletcher have been busted for items ranging from a failed charging system to the dreaded "illegal deck height" rule, the latter having since been eliminated from the AMA rule book because it seems as though half of the 883 competitors in the class have been nailed by that one at one time or another. One point of contention between the AMA and Moroney stems from an incident at the Springfield Mile, where one of Moroney's motorcycles was disqualified after "someone" had reportedly stuffed gasket material underneath the cylinders to avoid getting pinched for a deck-height infraction. Moroney denies that ever happened.

However, the cam-cover issue is further confounded by the fact that another 883 racer, James Hart, claims that he was also of the understanding that cutting an external cover would be legal.

"My uncle (Marlon Hart) got on the phone with them, and they said that anything below the cylinder heads was okay," Hart said.

When asked with whom at the AMA his uncle discussed the matter, Hart responded: "I don't know for sure, but I'd guess it was Merrill Vanderslice. That's who he always calls."

At any rate, AMA dirt track manager Bruce Bober says that Moroney did contact him but that it was regarding sprocket covers, and that the AMA was in the process of disseminating information to warn all riders that such modifications were not allowed to any covers when Stump protested Hacker's machine at Parkersburg.

"I tried to talk him out of making the protest, because I knew that we were going to do something about the covers," Bober said. "But he was within his right to make it, so I wrote it up and had him sign it."

At the appeal, the board found Hacker to be - in effect - innocent, yet they complicated the matter by giving him his money, and shaving five of his points. King feels that it was the proper thing to do.

"Mike Hacker gained nothing that would have allowed him a performance advantage," King says. "We're talking about two or three ounces of metal, and that would not have won him the race. The motorcycles collect more dirt than that over the course of a race."

Yet Hacker was fined five points for something. King resorts to a legal analogy to defend that.

"You can get a ticket for running a red light, or you can get arrested for drunk driving," King says. "The penalties for both infractions are not the same."

But if any legal analogy is going to be used, then what possible scenario could be presented that might in any way, shape or form, explain the fate that Moroney suffered in this appeal?

"Pat Moroney has been caught for infractions in the past," King says. "He is Mike Hacker's sponsor, he is the owner of the motorcycles, and he is the one responsible for the preparation of the motorcycles. The rider is responsible for his actions, but any AMA participant at an AMA event is responsible for his actions."

If it were to come down to it, legally, however, the AMA could not prove who owns the motorcycle in question, because nobody has to be listed as the owner of that motorcycle. King says that doesn't matter.

"We don't know, and we don't necessarily need to know (who owns the motorcycle)," King says. "Pat Moroney is listed as the sponsor on Mike Hacker's motorcycles, and we know for a fact that he is responsible for their preparation. The appealing party did not win, so they do not get their (appeal) money."

"It looks like it's just sort of a make-up-the-rules-as-they-go type of deal," Moroney says. "The way they've put it, I could walk up to any 883 out there and find metal removed from some part of the frame or a hole drilled, and I could protest it. (Moroney proved his point at a recent 883 race by walking up to several machines and pointing out places where metal is commonly shaved from 883s to make them more suitable for dirt track racing.) If I've got a hole drilled through a bolt, they could disqualify me. (In the rules,) it's legal to take some bushings and replace them with needle bearings, and it's also legal to open up the breathers. Why is it illegal to cut an inch off a cam cover, especially when it's just to access the oil pump without having to pull the cam cover? It shouldn't be that way, and it won't be long before I park my bikes because I'm tired of this shit."

"We are in a new era here at the AMA," King says in defense of AMA policy. "You look at the other sanctioning bodies, like NASCAR. They don't have the same penalty for every infraction. If a car runs with a .010-inch overbore in one cylinder, they may not be disqualified, but the crew chief may be fined."

So, apparently, justice has been served. Mike Hacker has won, but lost. The AMA thinks it won and has now gone so far at to liken itself to NASCAR - which makes it a big loser. And Pat Moroney lost twice, because he appealed Hacker's DQ.

I don't give a damn what anyone says. In my opinion, Mike Hacker now has to win the 1998 Harley-Davidson Sportster Performance Series by more than 23 points in order for me to personally consider him the true champion. Otherwise, it looks like he has cheated his way to the title. Pat Moroney needs to seriously think about whatever move he is going to make next, because now it looks as though he is the Carry Andrew of AMA dirt track racing.

And the AMA? Let's just say that it looks as though they've successfully come up with a lucrative little money-making system that will ensure excellent house odds the next time someone gambles on an appeal hearing. And woe unto the rider who prepares his own motorcycle. Under the Moroney/Hacker model, should that guy get disqualified and elect to appeal a decision, he has the potential to win $1000 and lose $750.

"In effect, that is correct," King said, when asked about such a scenario. "But that's just the way of the racing world."

Just like NASCAR? Excuse me, but in NASCAR, a points/penalty and fine is usually only carried out when the infraction in question is discovered *at the race track*. Shouldn't an appeal-board hearing only serve to uphold or overturn the disqualification, and nothing more?

Instead, dirt track racing has been tainted, at least at the Sportster level, with "official" rulings that do nothing more than further compromise the integrity of AMA-sanctioned motorcycle racing. Once again, I will refer you to my previous take on this (In The Tapes, Issue # 19), where a half a millimeter in one carburetor equals a full DQ, while an inch and a half of windscreen equals a five-point deduction. Of course, illegal fuel is subject to a fine, or a DQ - that could depend on who you are.

The "new era" of AMA Pro Racing. Just keeps gettin' better and better, don't it? CN

LOOKING BACK...

30 YEARS AGO...
SEPTEMBER 12, 1968

The Peoria National 20-Lap TT Championship was featured on the cover of *Cycle News* 30 years ago. **Bart Markel** maneuvered his Harley-Davidson to victory, bringing him to within four of tying Joe Leonard's all-time championship record... **Fred Nix** won the short-track National race at Sante Fe in Hinsdale, Illinois... A Kawasaki advertisement claimed that the **175 Bushwhacker** could "climb 40-degree slopes like a mountain goat," and that the **120 Road Runner** "...furnishes the highest power-to-weight ratio in its class."

20 YEARS AGO...
SEPTEMBER 6, 1978

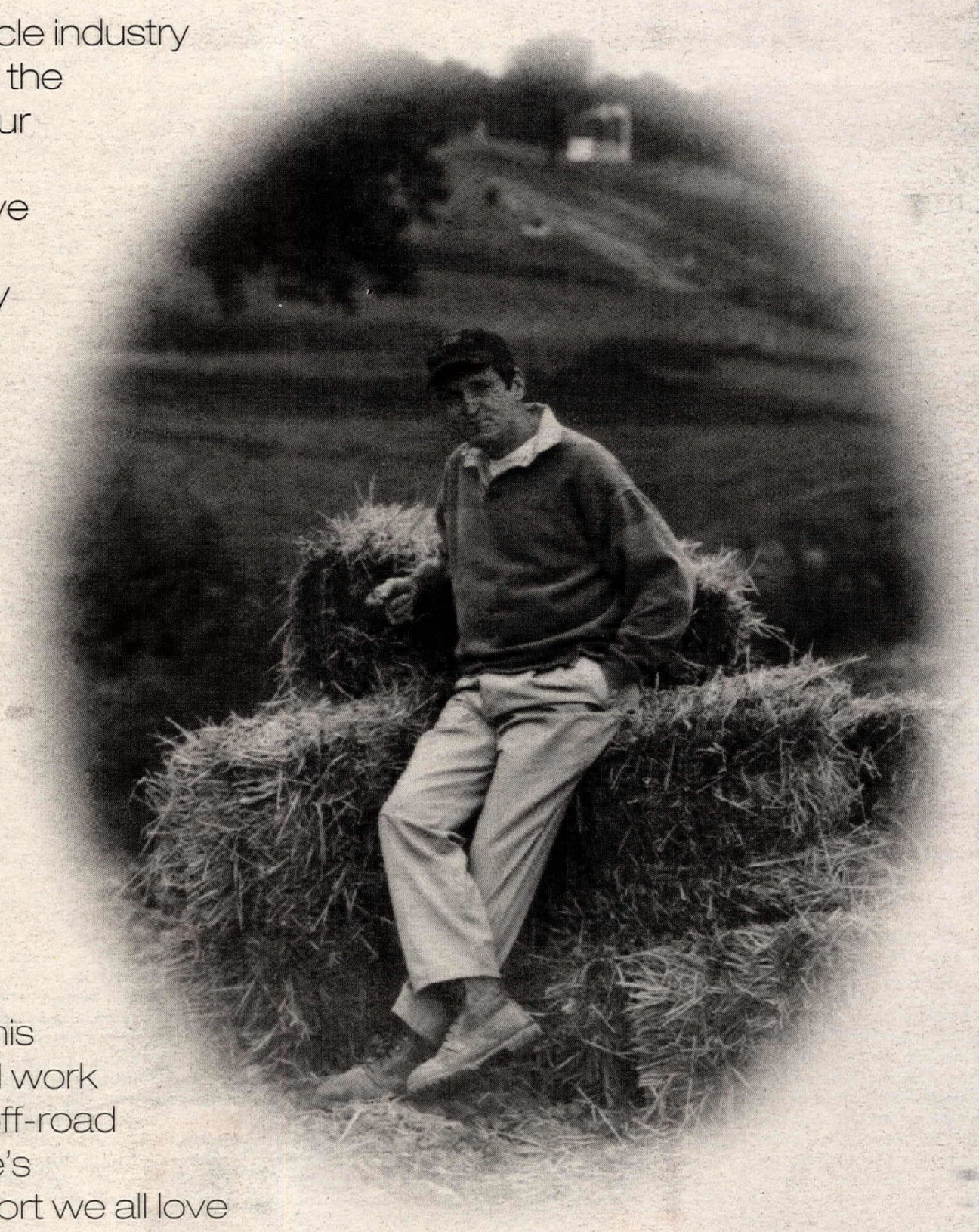
"King Kenny" was proudly displayed in bold type on the cover of *Cycle News* 20 years ago, as well as a photo of the new 500cc Road Race World Champion, Kenny Roberts. Roberts, on his Goodyear/Lectron-sponsored Yamaha, clinched the 1978 title with a third-place finish at the German GP in Nurburgring, West Germany, putting an end to the reign of Barry Sheene as 500cc World Champion... Yamaha riders logged other titles on this weekend. In the motocross scene, **Rick Burgett** wrapped up the National Championship 500cc MX Series title with a win at Sunshine MX Speedway in St. Petersburg, Florida. In Europe, Yamaha's **Heikki Mikkola** topped Roger DeCoster at the World Championship 500cc MX Series in Luxembourg to win his second title.

10 YEARS AGO...
AUGUST 31, 1988

Ten years ago, **Eric Geboers** was featured on the cover of *Cycle News*. Alex Hodgkinson interviewed the Belgian, who had just completed the hat trick - claiming World MX titles in the 125, 250 and, the week earlier, the 500cc class...**Keith Bowen** and **Steve Childress** were some of the big winners at the Amateur National Motocross Championships at Loretta Lynn's...**Terry Fowler** took top honors at the SCORE Off-Road World Championships at Riverside International Speedway in California. CN

In Remembrance...

The entire motorcycle industry suffered a loss with the passing of one of our dearest friends, Dave Coombs. Dave did more for the motorcycle industry and off-road racing than can ever be measured. The friends he made and the people he touched along the way will never forget Dave. Our deepest sympathy goes out to the entire Coombs family and the staff at Racer Productions.



We want to thank Dave Coombs for his many years of hard work and dedication to off-road motorcycling. Dave's influence on the sport we all love will never be forgotten. And neither will the man we all came to know and respect.

We'll miss you Dave.

Dave Coombs

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